VOL. CCX, No. 2745

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THE SPHERE, SEPTEMBER 20, 1952
With which is incorporated "BLACK & WHITE" 2/-

The SPHERE

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Fine English Soaps in the Bronnley Tradition

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Formerly known as the famous DOCTOR Tea and still blended by Harden Bros. & Lindsay Ltd., 121 Cannon St., E.C.4

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– Enjoyed the world o'er –
TRADE MARK T
BEER AT ITS BEST

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William Gaymer & Son Ltd. Attleborough & London
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UNITED BRITISH INSURANCE COMPANY Ltd.
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A Kodachrome photograph

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It is not surprising that the Norwich Union Insurance Societies, founded over 150 years ago by men with broad vision and a keen sense of the community's needs, should adopt Norwich Cathedral as their 'trademark'. Today it is recognised throughout the world as a symbol of all that is best in insurance.

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to
The late King George VI

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witnessed as well as created many
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but this old Danish delight will
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555

The Best Cigarettes in the World

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TO THE LATE KING GEORGE VI.

23

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The "Quality First"

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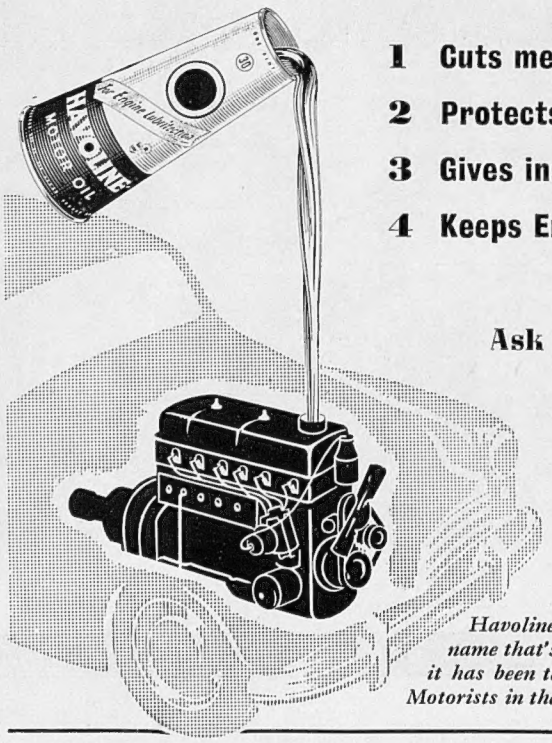

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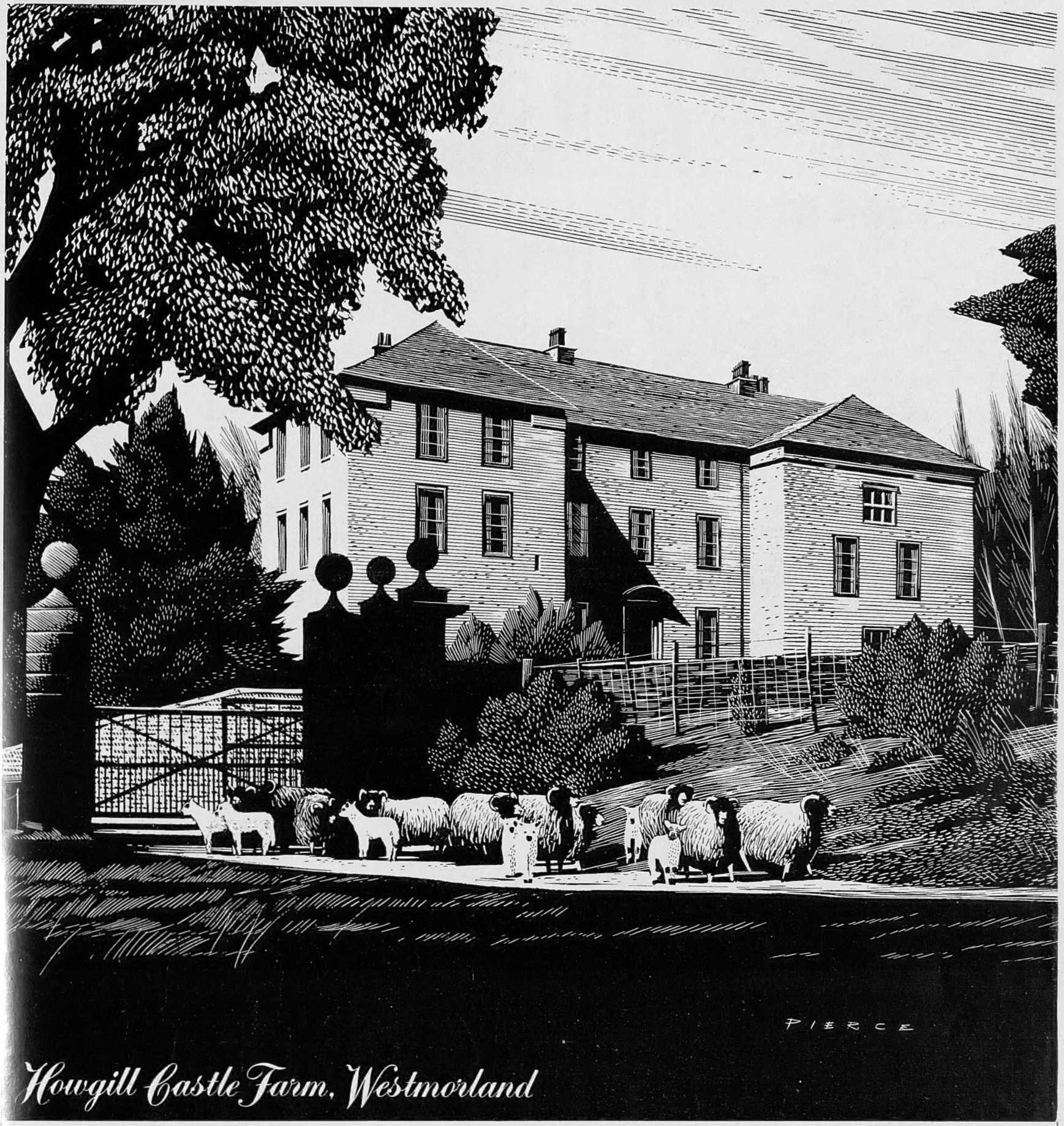

Howgill Castle Farm, Westmorland

Howgill Castle Farm at Milburn in Westmorland was built in the twelfth century and reconstructed in the seventeenth. It is the present-day home of Mr. W. and Mr. H. Thompson. The farm consists of 852 acres, of which a fair proportion is arable, and there is a large area of fell land for grazing. The stock includes 1,000 ewes and 200 head of cattle. Shell Gas Oil is used for tractors, and for the stationary engines which generate electricity and drive the farm machinery.

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Limitless enjoyment

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BERMUDA

Thank goodness there's still a heavenly spot on this distracted globe where Britons don't have to be paupers ; a coral necklace of islands where the Gulf Stream wards off winter ; where there's swimming and game-fishing all the year round, and Christmas comes in with scarlet Poinsettia ; where you can ride and sail and dance under the stars, and the *dolce far niente* is just about the best in the world. Are you wintering in Bermuda ?

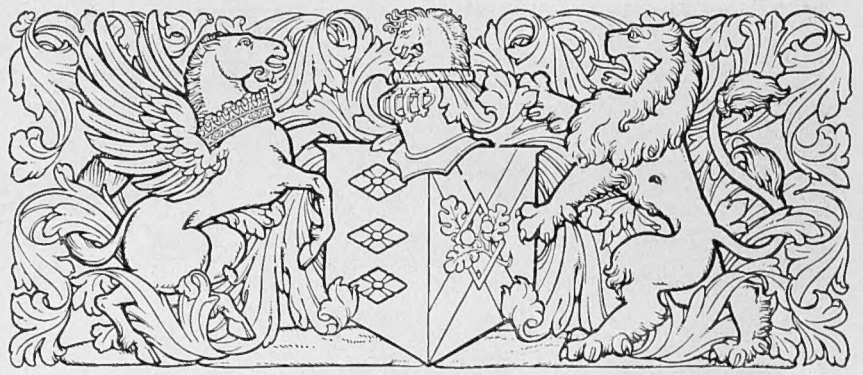
HOW TO GET THERE

Bermuda is 700 miles S.E. of New York, in the latitude of North Carolina. *B.O.A.C.* will fly you there, either direct from London, or via New York taking advantage of the low tourist fare. Or you can sail direct by Cunard, which gives you a week of comfort in the CARONIA, sailing from Southampton Dec. 10, or the BRITANNIC, from Liverpool, Jan. 17. Frequent other services via New York.

Bermuda's Currency is Sterling. There is no limit on the amount you are allowed to take there.

Colour films of Bermuda available on loan—write to P.R. Bureau, Bermuda Government Information Office, Regent House, 89 Kingsway, London, W.C.2, who will also send you free illustrated booklet and information about fares and hotel charges. Or ask your Travel Agent.

WHEN IN NEW YORK on business, why not take advantage of the nearness of Bermuda and enjoy a break there on the way home ?



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For luxurious comfort there's nothing like leather

Phillips Bicycles are the choice of those who naturally insist on the best. Their smooth, effortless action, superb specifications and beautiful finishes are designed to give *lasting* pleasure and satisfaction, and real pride of ownership. *See them at your dealer's, or write for illustrated literature.*

PHILLIPS

60 YEARS OF PROGRESS 1892 1952 Diamond Jubilee

the World's most MODERN Bicycle

PHILLIPS CYCLES LIMITED, BIRMINGHAM, 40

Volume CCX No. 2745 The SPHERE, London, September 20, 1952

The SPHERE
with which is incorporated THE GRAPHIC

LYNMOUTH, THE RETURN—HOLIDAYMAKERS IN THE LITTLE WEST COUNTRY TOWN, WHICH ONCE AGAIN WELCOMED VISITORS LAST WEEK, ONLY A MONTH AFTER THE WEST LYN HAD ROARED DOWN IN SPATE: On the left, damaged houses can be seen beside the new embankment which has been created by Army Engineers to hold the river to its course. The visitors, as they strolled through the shuttered streets, found less than a score of residents back in the town and only a few shops open. Road surfaces are remade, however, and much of the rubble has been removed.

Lynmouth is still a devastated town, with evidence of the August flood disaster on every hand, but last week-end it reopened as a coastal resort and, by car and motor-coach, people flocked in. They even ate bacon-and-egg lunches in one of the reopened cafés. Several shopkeepers at Lynmouth have also reopened, but they return to the upper town of Lynton each night. One of the hotels is also taking bookings as from this week, and the general aim is to secure a return to normality as soon as possible. Ideas for a plan of reconstruction for Lynmouth are now under discussion between representatives of Lynton Urban District Council and officials of Devon County Planning Department. It is no easy task, and the local councillors, it is understood, are fighting against a "too modern" reconstruction of Lynmouth's town centre. The Minister of Housing may be asked to intervene in the matter, and it seems probable that there will be a public inquiry.

Postage—Inland, 2d.; Canada, 1½d.; Elsewhere Abroad, 2½d.

DONCASTER SALES AT THE GLASGOW PADDOCKS

A GENERAL VIEW SHOWING THE SCENE IN THE AUCTION RING AS THE YEARLINGS WERE PARADED : Many well-known people in the racing world were present at the Glasgow Paddocks, Doncaster, for the opening day of the Yearling Sales when the aggregate, including two private sales, was 130,714 guineas, for ninety-six lots, an average of 1,362 guineas. The total for the day was below that of the corresponding day last year, when 106 yearlings were sold for 154,285 guineas, an average of 1,455 guineas.

THE 1952 PONY CLUB CHAMPIONSHIPS

THE THREE WINNERS OF THE CHAMPION CHALLENGE CUP AT THE PONY CLUB CHAMPIONSHIPS AT ALDERSHOT : From left to right are Jill Mathar, aged twelve, on Highway Blaze, Jill Palethorpe, aged ten, on Earlsrath Ramblar, and Ann Harper, aged eleven, on Blue Flame. The championships were open only to winners at previous inter-branch competitions, and for the first time the meeting comprised dressage, show jumping and cross-country.

A SCOT WINS THE JUNIOR MANX GRAND PRIX

R. McG. McINTYRE, A GLASGOW MOTOR MECHANIC, COVERS THE SIX LAPS OF THE 226½-MILE COURSE IN 2 HOURS 38 MINS. 27 SECS. AT AN AVERAGE SPEED OF 85·73 M.P.H. : The twenty-three-year-old Scot is here seen passing Governor's Bridge in the third lap, when he led by a matter of yards from H. Clark, of Manchester, who finished second. Clark was robbed of first place ten miles from the finish by a faulty clutch. Of the ninety-three riders who started the race, sixty-six finished, the first twenty-five qualifying for replicas of the trophy. The first four rode A.J.S. machines.

"WITH BEST WISHES"

IT is by no means too early to think of Christmas presents—especially for friends overseas. Those in search of a present likely to be appreciated will find that a year's subscription to THE SPHERE provides an ideal gift.

Each week as the new copy arrives, the recipient will be reminded afresh of the kind thought and good wishes of his or her friend at home in Britain. Orders for subscriptions for THE SPHERE to be sent overseas can be handed to any good-class newsagent or bookstall, or sent direct to The Subscription Department, THE SPHERE, Ingram House, 195-198, Strand, London, W.C.2, and include the name and address of the person to whom the copies are to be sent, and the price of the subscription. Canada, £5 14s. Elsewhere abroad, £5 18s. 6d. (to include the Christmas Number). In 1953—Coronation Year—all postal subscribers will receive the two Coronation Double Numbers at no extra cost.

A London Newsletter

195-198, STRAND, W.C.2.

Neguib Pooh-Bah ?—As many a pundit prophesied when Neguib kicked out Farouk less than two months ago, his claim to proceed by constitutional means and to work as the servant of Parliament has not been long sustained. The other night his troops staged another *coup d'état*, occupied the usual strategic buildings, arrested all available political V.I.P.s, and accepted the resignation of the Premier Aly Maher and his Government. In so short a time his "patience was exhausted," as the patience of dictators so often is. He had demanded a purge and he expected from Aly such a dose as would in a matter of weeks rid the land of all its evils—a major evacuation. No more corruption in high places, no more privilege, no more great landowners, but an acre and a cow for every fellah, and all the rest of King Goodheart's programme, except for a plethora of titles of nobility. Aly Maher, whipped up by the Army and reined-back by the Wafd, with his background of political training and experience, hesitated to do the trick with Goodheart's magic wand. He felt that reforms so far-reaching must proceed more leisurely and that the expropriation of ancestral acres was, in a country which claimed to be civilised and constitutionally governed, a matter for accountancy and calculation. Such was not Neguib's way, the way of the dictator, who must not and dare not rest in his course at any milestone, even for a week. So he struck again and the mass arrests reached a new record. And now Neguib is Egypt's Pooh-Bah, Premier, War Minister, Commander-in-Chief, and, if more of his chosen vessels refuse or fear to serve under him, he may find himself his own Foreign Minister, Home Secretary and what-not as well. A week hence the situation may be changed completely. At the time of writing, it is Neguib first and the rest nowhere, and Prince Farouk chuckling in his swim-suit beside the blue waters of Capri while the Wafd licks its wounds and prepares a counter-attack.

Forever Hitler.—God knows that events in Egypt or Persia are no matter for jesting. Throughout the centuries the way of dictators has been a *via dolorosa* for humanity. There is no limit to the suffering which their ambition and vanity demand. The first victims may be nationals, but no frontier can contain the cruelty and injustice; the misery is as world-wide as the danger. But this may be said: that the danger and the misery are, directly and immediately, reduced, if the new dictatorship is born in a country which is militarily weak and comparatively insignificant. The indirect and future dangers are imponderable. Nor can any journalist treat seriously of the events of Egypt's latest *coup d'état* without more knowledge of the facts than he can glean from the headlines of such light and popular newspapers as he picks up on his holiday travels, wherein the social side of Highland Gatherings and bathing belles and channel swimmers have parity with or priority over politics and international events. For me for a few days longer it is still holiday time, and I make my apology for writing in holiday mood of matters which I do not understand, separated as I am from books of reference and the guidance of serious publicists. There is nothing funny about Neguib, except superficially. The smallest dictator ranks among the major curses of humanity, and every negation of the freedoms and of constitutional evolution is a set-back to the progress of civilisation, however gross and overdue for reform the evils which inspire it.

T.U.C.—Most of the resolutions passed at Margate seemed to suggest that the T.U.C. found very little to commend in the policies and actions of Mr. Churchill's Government. Scores of resolutions were passed with great majorities, and they ranged over the whole field of domestic and international politics. A notable exception was the resolution to continue support of the Defence programme within the limits of a balanced economy, and that was not to be regarded as a feather in the cap of the Tories. It merely endorsed as before a decision taken by the last Labour Government and pursued by Mr. Churchill's. The impression, therefore, remains that very little done by the Tories "on their own" is right in the eyes of the vast majority of the T.U.C., and much that they have done and propose to do will have to be undone when Labour rules again. This is assumed confidently to be after the next General Election and much sooner than the end of a full span of a Parliament's life. The Conservatives may comfort themselves with certain reflections: the T.U.C.'s huge membership does not represent a majority of the nation's voters, nor are the political views of that large section of the public unquestionably revealed in the votings. The most important resolution passed was hailed as a smashing defeat for the Bevanites; but a closer examination suggests that there exists a very large minority more radical than the Bevanites. The leaders on the platform revealed all through the storms of the debates notable restraint and sober constitutional methods, not always carrying their house with them. Thus Mr. Deakin suffered defeat when he pleaded for delay in preparing plans for further nationalisations. On the other hand, a conditional restraint on wage claims was triumphantly carried. Most of the resolutions passed were to be expected at Margate, and an examination of the sum of them seems to reveal that the out-and-outers in Britain to-day represent no more than (at the most) one-tenth of less than half of the electorate.

Scientists at Belfast.—The British Association deserves its high reputation for "grave signority." Their concern is for all things that affect human life, its mental and physical health, its origins, present trends and future development. They seek for ever to improve our conditions and to probe into our past. They bring to the aid of their researches and their new inventions all the handmaidens of science, mathematics, physics, chemistry, psychology,

A DISCUSSION ON HEART DISEASES

PROFESSOR GUSTAV NYLIN, PRESIDENT OF THE EUROPEAN SOCIETY OF CARD OLOGY, DECLARES OPEN THE FIRST CONGRESS OF THE SOCIETY AT THE UN ERSITY OF LONDON : Five hundred heart specialists attended the opening session of the three-day meeting and heard Sir John Parkinson, president of the British Cardiac Society, say that there was new hope in the fight against diseases of the heart : some heart disease could be prevented, a portion could be alleviated or even cured by surgery, and most would respond considerably to treatment. Professor Charles Laubry, president of the European Society of Cardiology, also addressed the Cardiology ongress.

physiology, and a score more "ics" and "logies" whose definitions are unknown to you and me. While they continually probe into human ills and stresses and often seek remedies for quite simple nursery discomforts, such as colds and biliousness and minor aches, they see to it that we shall never be able to follow their processes of thought and experiment. The scientist is always the past-master of jargon, and his jargon is more obscure than Chinese or double-Dutch to us who stutter and stammer in plain English. The zoologists discuss "parthenogenesis which in the male gender occurs in certain algæ whose male and female gametes differ little in contradistinction to the extremes in the minute spermatozoon." It is all quite simple to them. Probably they are doing no more than determining whether the egg or the chicken came first, and their conclusions may one day perhaps help me to improve the harvest from my dozen hens. But they don't mean to let me see how their brains work. Nor do the psychologists as they examine their chief headache—personality assessment. Nor the physicists in their observation of fundamental nuclear processes beyond the range of any laboratory machine. Yet these professors feel, as we do, cold and heat, hunger and thirst, are capable of boredom and anger and have the same struggles for survival and day-to-day living as you and I. They want us to think them human. As Professor Peacock so simply put it in pleading for a closer and more direct advance from the study of nature to the biologist's problems: "I should prefer that . . . they should direct their efforts towards removing the causes of ill-breeding and of imbalance in the sex-ratio, thus rendering artificial techniques unnecessary and so freeing mankind from the impediments to eugenic and euthetic natural marriage." I hope they will take his hint and profit by it. It sounds O.K. to me.

General Assembly.—The General Assembly of the United Nations will soon again be in session, and it seems likely that Korea will be an early item on the agenda. Hitherto America has not favoured a full debate in the Assembly on the whole subject of Korea. She was far more hopeful of reaching an armistice agreement than was any other nation concerned, and it is only recently that she has convinced herself that the Communist Armistice delegates are

not playing ball and never have done so. The stages by which that conviction has been reached are marked by the resumption over recent months of full-scale bombing raids on military objectives. If American policy in Korea has always shown "a sound military and political pattern," there was a long interval when the political took precedence over the military in the pattern, with the goodwill of the American people. But the Communists at no time lost sight of the military advantages granted them by the lull and by the wishful thinking of the Western Powers. They bluffed at the table and built up military power in the field. Now America has called the bluff, and the pattern of American policy is to be fifty-fifty military and diplomatic. The so-called last obstacle to the conclusion of an Armistice is certainly a fit subject for the General Assembly. The return of unwilling prisoners of war to persecution or slavery is essentially one for the United Nations in assembly under its charter of freedoms, if indeed that point of difference is the last surviving obstacle between the parties at Panmunjom. If American opinion on the war in Korea and the efforts to end it has changed in recent months, there are still important minorities who cry out for still greater efforts to end it with all-out military force, who are determined to see the thing through and resent any diplomatic efforts to reach an unsatisfactory compromise. Such opinions are understandable among ex-Service Americans, who can best assess the appalling cost of their efforts in the war and compare the results attained with the sparse harvest of the political sickles.

Making the Best of It.—The last batch of holidaymakers in the Highlands have been making the best of rather cheerless conditions in the Inverness area. Strong gales have blown from the north day after day, bringing the day temperatures down to well under 50 degrees, and levelling the oat stooks. Cold showers have been the daily portion and the Firths of Moray and Cromarty have been whipped up to white horses most days, making shore leave difficult at Invergordon, and car-ferry passages bumpy at Kessock. Scurries of snow have fallen from Wyvis to Fort William. But still the breed is bulldog, still the heart Highland. The dancers went off to Portree, where the locals assure us it never rains. The cutting of the barley goes on in the showers, the bathers still shout and splash on the shore at Rosemarkie, and, whatever the weather, the Black Isle belies its name and blazes with old gold and yellow gold and purple whenever a gleam of sunshine breaks through. And everywhere the gardens are gay with gladioli, hollyhocks and dahlias, and it is roses all the way for the caravanners as they precariously sway along the roads in search of a pitch for the night. Loch Ness has been a stormy sea and long and obstinately refused to accept Cobb and his *Crusader*; many a grouse drive has been "blown off the hill," and many a fisherman has gone South again with a broken heart because his river has been a trickle and his rod has remained unpacked. At home I often complain that the B.B.C. weather wizards neglect my corner of West Sussex in their forecasts. I might say the same of the Black Isle. Every evening their prophecies are miles from the truth, and it is annoying to be congratulated from the South at the excellence of our weather in the North. But the brief interludes of sunshine compensate for much that is disappointing. And I remember that every year I resolve to bring only winter clothes up to Scotland after mid-August, and always break that resolve.

World Sympathy for Lynmouth.—At the moment of writing the Devon and Somerset Flood Appeal Fund approaches half-a-million pounds. It is a heartening reflection to observe how the little-known village—for it was hardly more—was put on the map of the world and became intimately known to people all the earth over, from Hong Kong to Halifax, from Pole to Pole. One night of heavy rain, a brief disaster, and the floodgates of human sympathy burst and the rivers of mercy poured into the stricken township. In driblets and in waves, here a ten-shilling note, there a cheque for £5,000; by council votes and by sudden individual gestures of sympathy, relief poured in in cash and in kind. This is an amateur form of United Nations which needs no palaces to house it nor propaganda to support it; which works without veto and wrangling and does its stuff efficiently and instantly when needed. I wonder what sort of staff was gradually built up by the bank which accepted control of the funds. I presume a bank clerk with a girl assistant set out to cope with it. I can imagine that the organisation has grown large enough to absorb much of the bank's available space and normal staff and to represent the biggest share of its business. Do they, I wonder, design one day to acknowledge each individual cheque or note received? For my part, I hope not. The great thing is to use the money so desperately needed as wisely and as quickly as possible. But I fancy the Lord-Lieutenants lit a bigger candle than they dreamed of, when they launched their appeal.

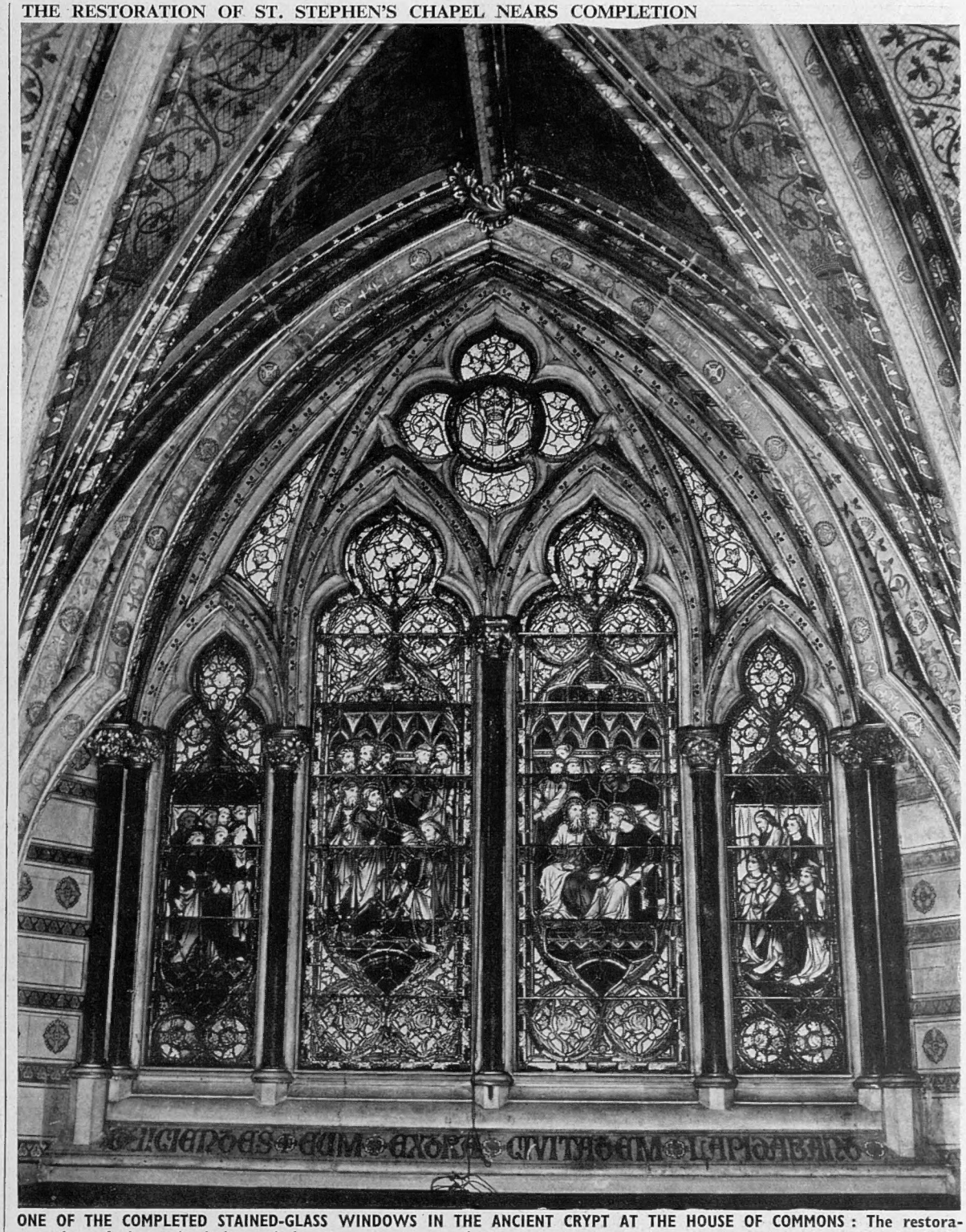
THE OLD STAGER

IN NEXT WEEK'S ISSUE

KON-TIKI

Robert Gibbings Reviews
Thor Heyerdahl's Pacific Theory

THE RESTORATION OF ST. STEPHEN'S CHAPEL NEARS COMPLETION



ONE OF THE COMPLETED STAINED-GLASS WINDOWS IN THE ANCIENT CRYPT AT THE HOUSE OF COMMONS: The restoration of the stained-glass windows has been one of the major tasks during the present work, as much of the glass was shattered during the war. Repairs and regilding, the first for 100 years, have also been made to the tiled floor and the finely-groined vaulting. The chapel, now known as the Church of St. Mary Undercroft, is entered from the south-east corner of Westminster Hall. It dates from the fourteenth century and was the crypt of the chapel of the old Palace. The chapel is now used for marriages and baptisms in the families of M.P.s.

BOMB-DAMAGED ST. JAMES'S PALACE IS BEING REPAIRED

A FOCAL-POINT OF LONDON—FRIARY COURT, ST. JAMES'S, WHICH IS BEING RESTORED IN READINESS FOR USE DURING THE CORONATION: The task of restoration by the Ministry of Works is being treated as urgent so that the building will be ready for use again by next June. Among the rooms being repaired are the apartments for the staff of the Princess Royal and offices of the Superintendent of Works, which were badly damaged by bombing. It is from the balcony in Friary Court that Royal Proclamations are read to the public.

THE QUEEN ARRIVES AT DONCASTER TO SEE HER HORSE GAY TIME RUN IN THE ST. LEGER : Her Majesty greeted by the Mayor of Doncaster after driving through thronged streets. On the right is the Earl of Scarbrough, Lord-Lieutenant of the West Riding. Before going out to the Town Moor to see the race the Queen was entertained at the Mansion House.

THE QUEEN WITH GORDON RICHARDS IN THE PADDOCK : Her Majesty with the champion jockey, who rode her colt Gay Time in the last of the classics. When Gay Time swept round the last bend in the lead there was a great roar of cheering, but the horse failed to stay. Gay Time is leased by the Queen from the National Stud, and will again race in 1953.

THE QUEEN at TULYAR'S ST. LEGER

Her Majesty Goes to Doncaster to See the Last of the Classics, in which Her Own Horse came Fifth

At last Britain has found a champion of champions to defy all-comers at all distances, and those who hailed the victory of the Aga Khan's Tulyar in the Doncaster St. Leger realised that here was a thoroughbred indeed, capable of going through a whole season without defeat, winning two classics, seven races in all, and prize money to the value of £76,000. There was an immense crowd on the Town Moor to see the race, which was watched by the Queen, who journeyed down from Balmoral specially for the occasion and, after detraining at Bawtrey, drove into Doncaster by car. The Queen's Gay Time, which was expected to make a bold showing in the St. Leger, failed to stay the course, and after leading into the straight had to be content with fifth place. Tulyar's performance was flawless. Smirke rode a waiting race on the winner, and then two furlongs from home made his challenge. Unfortunately, at the critical moment Tulyar was boxed in by the leaders, and Smirke had to take his mount to the outside before challenging. So full of running was Tulyar, however, that he moved past the leaders effortlessly, winning by the convincing margin of three lengths. Tulyar will remain in training for another year, and his first race in 1953 will be the Coronation Cup. Already his winnings amount to £20,000 more than any horse has ever before won on the Turf in Great Britain.

The Aga Khan did not see Tulyar's victory, but his son, Aly Khan, flew over to England specially for the occasion, and after the race he led in the winner, probably the best classic three-year-old since the war. Tehran, the sire of Tulyar, has now produced the winners of over £80,000 in stake money this season, thus beating the old record held by Blandford.

THE AGA KHAN'S TULYAR WINNING THE ST. LEGER STAKES ON THE TOWN MOOR AT DONCASTER: With Smirke in the saddle Tulyar is seen striding up the centre of the course to win by three lengths from the 66 to 1 outsider Kingsfold, with the French challenger Alcinus, carrying the colours of M. M. Boussac, a further four lengths away in third place. Two furlongs from the finish Tulyar was boxed in behind Alcinus, and the crowd watched anxiously to see if he could be extricated. Smirke switched to the outside, and with Kingsfold taking advantage of the situation the issue was in doubt for a few moments. Tulyar put his head down, lengthened his stride, and in a flash was past Kingsfold and drawing away clear. In another furlong it seemed that the field would have been spreadeagled. This was Tulyar's seventh victory.

TULYAR AND HIS TRAINER, MARCUS MARSH: Apart from being a brilliant racehorse with a placid temperament, Tulyar is a bit of a conjurer, and here he is conjuring a handkerchief from the pocket of his trainer at the Newmarket stables. Marcus Marsh has achieved a great feat in keeping Tulyar in training throughout a long season and producing him for each of his races in the peak of condition.

THE HORSE OF THE CENTURY?—THE AGA KHAN'S TULYAR, WINNER OF THE DERBY, THE ECLIPSE STAKES, THE KING GEORGE VI AND QUEEN ELIZABETH STAKES AND THE ST. LEGER: *Left*—Tulyar, with C. Smirke in the saddle. Tulyar's run of successes will probably keep Smirke from contemplated retirement, and he is certain to ride the horse in his four-year-old races. *Right*—The Aly Khan leading in Tulyar after his triumph. Tulyar will probably go to stud during 1954, standing either in England or Ireland.

THIS IS THE N.A.T.O. HEADQUARTERS AT VOKSENKOLLEN, OSLO, FROM WHICH ADMIRAL SIR PATRICK BRIND IS DIRECTING EXERCISE "MAINBRACE," THE COMBINED EXERCISE FOR SHIPS, AIR AND LAND FORCES OF EIGHT N.A.T.O. NATIONS: Seventy of the ships taking part in this exercise gathered in the Clyde at the end of last week, and during last week-end they sailed out together for the North Sea. These manœuvres under the title of Operation "Mainbrace" in all involve 190 ships.

70 "MAINBRACE" SHIPS GATHER IN THE CLYDE ESTUARY

The Prelude to the Combined Exercises of Ships, Air and Land Forces of Eight N.A.T.O. Nations

THE AMERICAN SAILOR WHO COMMANDS THE STRIKING FORCE AT SEA: Vice-Admiral Stump (right), of the United States Navy, addressing a Press conference in *Vanguard* before putting to sea from Gourock, in the Clyde Estuary. On his right hand were seated Admiral Sir George Creasy, who controls the sea-going forces from a shore headquarters, and Air Marshal Sir Alick Stevens.

The first exercises so far held by the North Atlantic Treaty Nations to test the defences of the Eastern Atlantic and the North European flank began last week-end, and our pictures on these pages show the assembly of part of the eight-nation fleet in the Clyde Estuary preparatory to setting forth for the battle area. Part of the exercise is being held on the Scandinavian coasts, including a practice landing on the shores of Jutland.

Before the start of the exercise the Estuary resorts underwent a minor American invasion, thousands of sailors being given leave before the time came to sail. It is believed that Operation "Mainbrace" will develop the organisation of the Atlantic Alliance to a notable degree. The Baltic part of the exercises centres round the island of Bornholm, and it has been reported that Russian trawlers have been cruising in the vicinity of the island.

THREE WARSHIPS BESTRIDING THE CLYDE AS THE "MAINBRACE" FLEET PREPARED TO PUT TO SEA: These were only three of the seventy warships which forgathered off Greenock and Gourock, and of the 190 which went into action in Operation "Mainbrace." While the ships were gathering in the Clyde another force, consisting of about forty vessels, was assembling in the Firth of Forth. More than 7,000 naval men are taking part in the exercises, in which air power is playing a very important part.

THE BRITISH BATTLESHIP "VANGUARD" AT ANCHOR IN THE CLYDE ESTUARY: The *Vanguard* sailed in the striking force from the Clyde, but Admiral Creasy, C.-in-C., Eastern Atlantic, transferred his flag from the battleship to Pitreavie, the shore headquarters from which he arranged to control the battle.

Below—LOOKING FROM GREENOCK TOWARDS THE GARE LOCH AND THE HILLS OF DUMBARTON: In the middle distance are eight warships of the N.A.T.O. Fleet, including one of the carriers. Several American officers used a helicopter to take them from ship to shore, the aircraft landing on Prince's Pier, Greenock.

News from Many Quarters

THE ARGYLL GAMES

Mr. EDEN to SEE TITO

THE "QUADRILLE" FIRST NIGHT . . . and AFTER

BRITAIN'S FOREIGN SECRETARY LEAVES ON A EUROPEAN TOUR: Mr. Anthony Eden, accompanied by the Yugoslavian Chargé d'Affaires, M. Dobrivoje Vidie, walks to his plane at Northolt Airport at the start of his fourteen-day mission to South-East Europe. Mr. Eden's first stop was at Strasbourg, where he was to make his first address to the Consultative Assembly of the Council of Europe. He was then to go on to Belgrade to spend six days in Yugoslavia, during which time he was expected to meet Marshal Tito. It will be the first time since the war that a Foreign Minister of one of the great Powers in the West has visited Marshal Tito.

THE MARCH OF THE STEWARDS TO THE ARGYLLSHIRE GAMES AT OBAN: Leading the march are, from left to right, Mr. Ian A. Fletcher, of Dunans; Mr. T. H. L. Macdonald, of Barguillean; Lieut.-Colonel R. M. T. Campbell-Preston, of Ardchattan; Sir Charles Maclean of Duart; the Captain of Dunstaffnage; and Brigadier Ian M. Stewart, of Achnacone. There were fewer Campbells than usual at the Gathering. The Duke of Argyll was absent because of the indisposition of the Duchess.

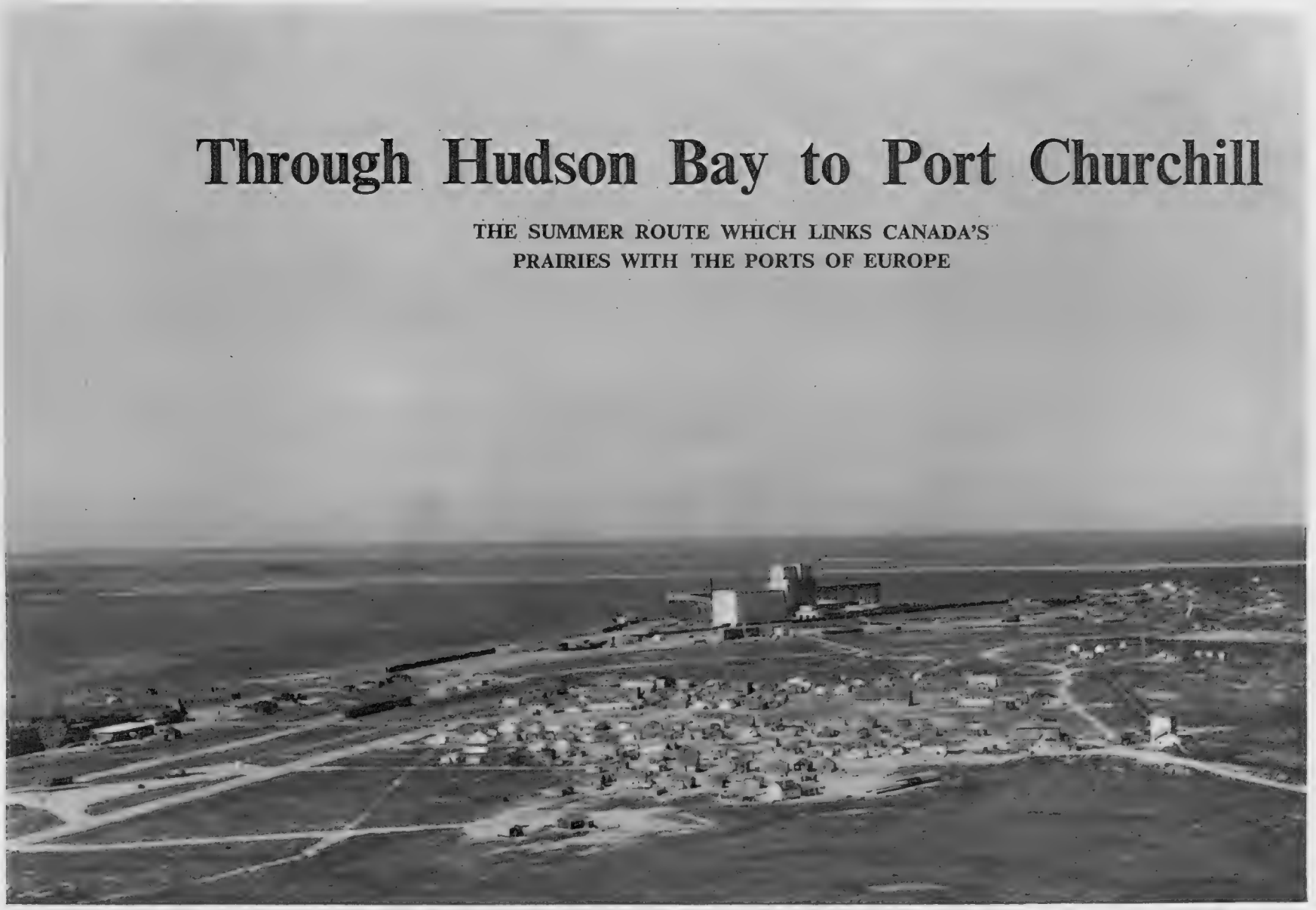
ARRIVING FOR THE FIRST NIGHT OF NOËL COWARD'S NEW COMEDY "QUADRILLE" AT THE PHŒNIX THEATRE: *On left*—Noël Coward himself with (left) Gladys Calthrop, the stage designer responsible for the sets of many of his previous productions, and the actress Dorothy Dickson. *On right*—Mr. and Mrs. Douglas Fairbanks.

GENE TIERNEY WITH JOSE FERRER AT THE FIRST PERFORMANCE OF "QUADRILLE": Mr. Ferrer is in Europe to take the lead in a film about Toulouse-Lautrec, the dwarf painter of Moulin Rouge fame.

NOËL COWARD'S PARTY AT CIROS AFTER THE FIRST PERFORMANCE OF "QUADRILLE": These two pictures show Sir Laurence and Lady Olivier, Mary Martin and Douglas Fairbanks among the guests at Noël Coward's table. In the picture on the left Mr. Coward is seen sitting at the head of the table with his back to the camera. *Quadrille* has been described as a waste of expensive talent, for while the Lunts, taking the leading parts, gave a memorable performance, the play itself was a disappointment. Mr. Lunt, as a rough railway magnate from the Middle West, and his wife, Lynn Fontanne, as the Marchioness, left the critics wistful that these fine players are so rarely seen on the London stage and that Mr. Coward's production could not have given them the opportunities their genius requires.

Through Hudson Bay to Port Churchill

THE SUMMER ROUTE WHICH LINKS CANADA'S PRAIRIES WITH THE PORTS OF EUROPE



THE THRIVING TOWN OF PORT CHURCHILL, THE PORT ON HUDSON BAY WHICH LINKS THE CANADIAN PRAIRIES WITH BRITAIN DURING A BRIEF SUMMER SEASON OF GRAIN TRAFFIC: It was in 1931 that the first experimental shipments of grain were made to Liverpool and London via Port Churchill, this experiment following the successful completion of the railway from the heart of Canada to Hudson Bay. Last year 7,250,000 bushels of wheat were loaded for export at Port Churchill.

AGAIN this year British merchant ships have been nosing through the ice-floes of Canada's Hudson Bay to Port Churchill to exchange British manufactured goods for grain from Canada's prairies.

The Hudson Bay has not an altogether happy reputation among seafaring men. A stretch of water about the size of France, it is ice-locked for the greater part of the year, at least in the narrow Hudson Straits, and some shipowners and masters are loath to risk ships in what they consider highly dangerous waters. A report recently published by the Commonwealth Shipping Committee on Hudson Bay Marine Insurance Rates states that at least five more ships could have penetrated into Hudson Bay and docked at Port Churchill in 1951, inside the "approved ice dates," namely, July 26 for entering the Bay at Cape Chidley and October 10 for leaving Port Churchill. Some shipping companies still prefer the longer passage between Europe and the St. Lawrence ports than the shorter one through northern waters to Port Churchill, which is linked by a railway to the Dominion's cities and wheatlands.

Nevertheless, Port Churchill has steadily grown in importance since the first experimental grain shipment passed through it in 1931. In 1950, the 2,500,000-bushel grain elevator built by the Government there handled 6,000,000 bushels of wheat, and twenty-one ships tied up beneath its towering white face. Last year the figure rose to twenty-two ships and 7,250,000 bushels loaded, and this year the figure in wheat delivered to Churchill by rail across Northern Manitoba will have reached the 10,000,000-bushel mark, and nearer thirty than twenty ships will have docked beneath the elevator.

This increasing trade supports the view that the Northern Route between Canada and Europe is the logical one for the export of Canadian grain, and for the import of goods manufactured on this side of the Atlantic, particularly in Britain and shipped out through Liverpool and Glasgow.

Compared with shipments via the St. Lawrence River, imports destined for Western Canada mean a saving of 22 per cent. in sales price when imported through Churchill.

In the past, excessively high insurance rates for the Northern Bay Route proved a substantial bogey. For instance, in 1950 the St. Lawrence rate for a 10,000-ton freighter was roughly £10,000 (including pilot charges), compared with £12,000 for the Northern Route.

This high insurance rate was balanced to some extent by the lower rail-transport charges so far as delivery to Canada's Pacific Coast was concerned, Port Churchill being situated nearly one-third of the way across the Dominion. The difference of the comparatively expensive rail from Montreal to (say) Saskatoon, and from Churchill to Saskatoon is over 1,000 miles in favour of the Northern Route. This is stressed by those who support the so-called "Bay Route" with Churchill a major export-import harbour.

This aim gained strength when the dispute between the insurance underwriters and the shipowners on premium rates was referred to the Commonwealth Shipping Committee in 1941.

It gained further strength in 1950 from the lengthening of the navigation season into and out of Hudson Bay to sixty-six days. This was a logical development. It resulted from increasing uses of radar after the war, since when navigation facilities into and out of the Bay have been regularly improved. Indeed, there was not one report from a master last year of unusual difficulties in navigating the Northern Route.

The Canadian Government vessel S.S. *McLean* was on service in Hudson Strait and Hudson Bay throughout the season, radioing to masters the latest news about the position of the ice-floes. She was supported by the *C. D. Howe*, the new and powerful ice-breaker supply ship which spends the summer in Canada's Eastern Arctic. Both ships were on duty again this season.

In addition to these facilities the Canadian Government made a number of new arrangements calculated to improve navigation.

The Government published two new hydrographic charts of the Hudson Bay and Strait areas, which enabled navigating officers to fix their positions with greater accuracy than last year; planes of the R.C.A.F. have for many years maintained patrols over the ice-fields of this great inland sea, and this year their reports were used to benefit shipping in "ice waters"; thirdly, the light at the top of the great grain elevator at Churchill has been changed from fixed to flashing.

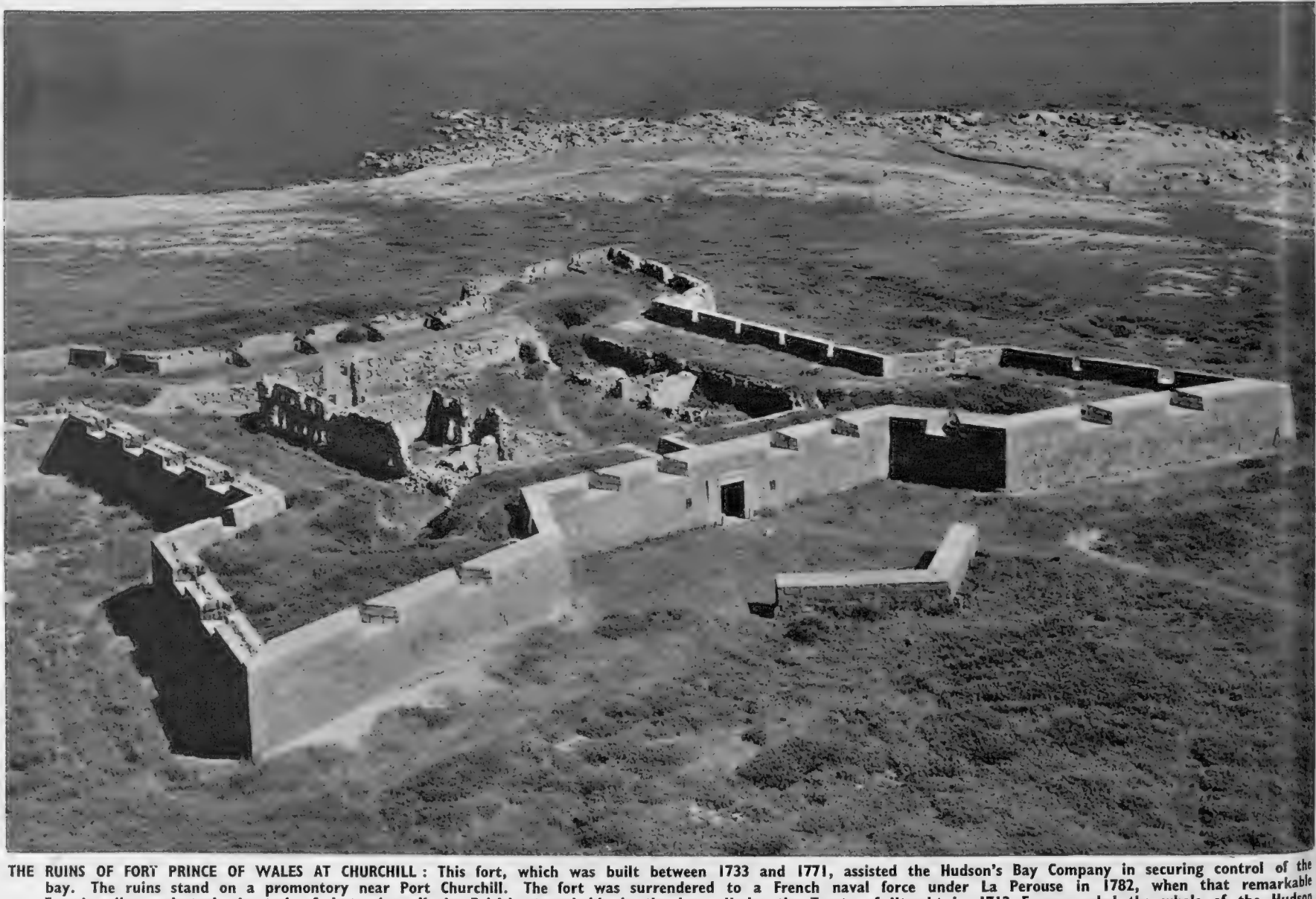
There can be no doubt that Port Churchill will in time become one of the most important harbours in Canada. At the terminus of the shortest Britain-to-Canada sea route, and within practical distance of the Dominion's great industrial cities and rich wheatlands, it is assured of an important future in spite of the ice that hems it in for more than eight months in every twelve. One happy augury for the future is the decision made this year that premium charges shall be reduced by 25 per cent. for ships fitted with gyro compasses.

HOW PORT CHURCHILL PROVIDES A CHEAP OUTLET FOR CANADIAN GRAIN: This sketch-map shows the position of Port Churchill in relation to the St. Lawrence route. This shorter sea route means cheaper freight charges, but higher insurance rates rule for steamers going through Hudson Bay. The Hudson Bay navigation season, however, lasts under eighty days.

BEFORE THE ICE CLEARS ON HUDSON BAY: This picture was taken from a vessel, the *C. D. Howe*, with special ice-breaking equipment which can penetrate the bay beyond the July-October limits set for merchantmen. *On left*—The *C. D. Howe* en route to Churchill early in July, with ice much in evidence. Before Churchill could be established as a grain port the Canadian Government had to look carefully into the navigation question, for the bay and all its moods were inevitably regarded with suspicion by underwriters, and, to a certain extent, they still are. From the outset of the Churchill experiment, however, business-men have shown an increasing acceptance of the bay route.

THROUGH HUDSON BAY TO PORT CHURCHILL

JOURNEYING BY THE FAR NORTHERN ROUTE TO THE GRAIN PORT IN THE HEART OF CANADA



THE RUINS OF FORT PRINCE OF WALES AT CHURCHILL: This fort, which was built between 1733 and 1771, assisted the Hudson's Bay Company in securing control of the bay. The ruins stand on a promontory near Port Churchill. The fort was surrendered to a French naval force under La Perouse in 1782, when that remarkable French sailor undertook the task of destroying all the British strongholds in the bay. Under the Treaty of Utrecht in 1713 France ceded the whole of the Hudson Bay region to England, but French and English rivalry there continued into the nineteenth century, for the most part among the rival fur trappers.

LOW TIDE AT CHURCHILL: On the left is the quay where the big grain ships dock during the freighting season, and on the right is the railway line which runs through to Le Pas (Manitoba). This line has reduced the length of the grain route from Edmonton to Liverpool by 1,000 miles, with a corresponding improvement in freight rates.

A WHITE WHALE LYING ON THE SHORE OF HUDSON BAY: In the background rises the grain elevator which has a storage capacity of 2,500,000 bushels.

THE PORT CHURCHILL GRAIN ELEVATOR: Stretching diagonally across the picture is the conveyer gallery along which the grain is taken to the merchant ships lying alongside the wharf. At the height of the shipping season the movement of grain via Churchill obviates much congestion on the main lines.

ON THE MAIN LINE FROM LE PAS (MANITOBA) TO PORT CHURCHILL, ON THE SHORES OF HUDSON BAY: The work of driving this new line began just before the First World War. It was a tremendous task, involving the traversing of large areas of summer swamp. Sometimes the rails had to be laid on rafts, sometimes on embankments, and sometimes on frozen muskeg, foundations being inserted when the thaw set in.

NEWS FROM THREE CONTINENTS

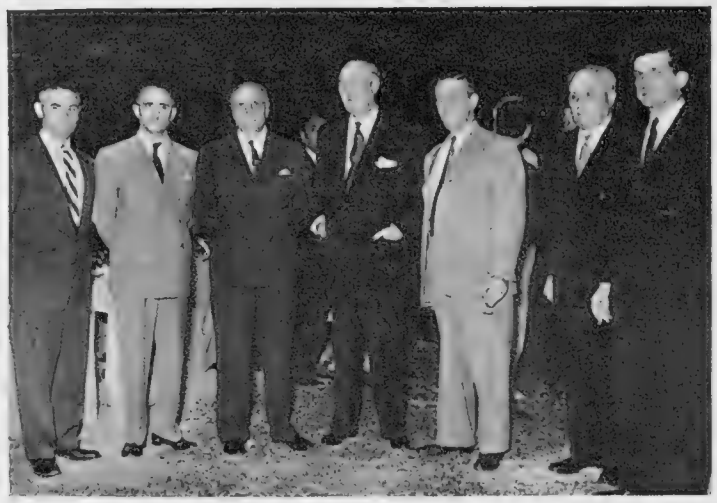
DROUGHT AND FLOODS IN INDIA; THE U.S. PRESIDENTIAL CAMPAIGNS; AN AMERICAN IN PERSIA; GENERAL RIDGWAY VISITS TURKEY; WOMEN LABOURERS OF EAST GERMANY; A SHIPPING DISASTER IN ALASKA; THE KING OF NEPAL IN DELHI; AND OTHER FOREIGN NEWS IN PICTURES

INDIAN CHILDREN IN THE DROUGHT-STRICKEN STATE OF BIHAR RECEIVING MILK GIVEN BY AN AMERICAN CHARITABLE ORGANISATION: About a quarter of the State's population of more than 40,000,000 was affected by the calamitous drought.

FLOODS FOLLOW THE DROUGHT IN BIHAR: Soldiers are seen escorting bullock-carts along a flooded road in the Saharsa District of North Bihar, where the drought ended with extensive flooding.

BIHARI VILLAGERS PUSHING A SUPPLY OF GRAIN ACROSS A STREAM OF FLOOD-WATER IN THE PURNEA DISTRICT: The grain was part of relief measures for the millions faced with famine because of the drought and the floods that followed. Bihar, which lies on both sides of the Ganges north-west of Bengal, has perhaps suffered more than any other part of India through famine caused by impoverished land and the caprices of the fickle Indian monsoons. The population of India itself is increasing at the rate of 4,200,000 a year, and the most efficient means of improving agricultural production can never hope to catch up with so spectacular an increase.

GENERAL EISENHOWER, REPUBLICAN CANDIDATE FOR THE PRESIDENCY, CAMPAIGNING IN THE MID-WEST: The General is seen talking to competitors in the National Ploughing Contest at Kasson, Minnesota, after his speech to an audience of 40,000, which was broadcast to the nation. Three hours later Governor Stevenson, the Democratic candidate, made a similar speech in the same place to the same audience, and observers noted that there was hardly any difference between the policies of the two rivals. Both spoke on agricultural problems, and although the General's speech sounded well it was Governor Stevenson who aroused most enthusiasm from the farmers.



MR. JONES, THE MEDIATOR: Mr. William Alton Jones, president of City Services Corporation, one of the leading oil distributors in the United States, is seen (centre) with Persian oil executives during his visit to Teheran on what has been described as a business and vacation tour. Standing third from left is Mr. Loy Henderson, the American Ambassador in Teheran. Amid much secrecy, Mr. Jones met Dr. Mossadeq, the Persian Premier, and he later left for Abadan with Mr. Parkhiedh (who is seen on the left of this picture), chairman of the Iranian Oil Sales Commission.

I.T.M.A. OF S.U.M.C.A.: This is Dr. Monshizadeh, leader of S.U.M.C.A., the Persian Fascist Party. He was arrested last week by General Kamal, Chief of Police in Teheran. A metal swastika adorns the entrance to S.U.M.C.A. headquarters and a swastika flies over the roof. The members of the Party wear black shirts.

GENERAL RIDGWAY, THE SUPREME COMMANDER, PAYS A VISIT TO TURKEY: *On left*—General Ridgway (extreme left) seen on his arrival at Ankara. With him are (from left to right) General Nuri Yamut, the Turkish Chief of Staff; Major-General William H. Arnold, Chief of the United States Military Mission to Turkey; and Mr. George McGhee, the United States Ambassador. *On right*—the Turkish Minister for Defence, Mr. Hulusi Köymen, greeting General Ridgway and his wife at a cocktail party given in their honour at Ankara. During his visit to Turkey, the Supreme Commander was received in audience by President Jelal Bayar, and had interviews with the Prime Minister, Mr. Menderes, the Foreign Minister, Mr. Köprülü, and Turkish military leaders. He made a tour of inspection of the eastern and north-eastern provinces, including the Caucasian frontier, a point of contact between N.A.T.O. forces and the Soviet.

WOMEN FROM THE RUSSIAN ZONE OF GERMANY CLEARING A "NO MAN'S STRIP" ALONG THE EAST GERMAN ZONE BORDER AT FRANKFURT ON MAIN: The thick pinewoods in the background are not easy to patrol, and the clearing was ordered by the "People's Police," under whose supervision the women worked, to make their patrolling easier. Escapes across to the Western Zone, not only by civilians but also by members of the "People's Police," are an increasing source of anxiety to the Communist authorities, whose only answer to the problem can be stricter patrols and sterner punishments for attempted escapes. From Berlin it is reported that desertions to the West by members of the "People's Police" in August alone amounted to over 200, and for the first eight months of this year to almost 1,000. Genuine political refugees of whatever social status are, of course, always welcomed in the West, but there is the constant danger that Communist spies may be among them, and anyone seeking asylum must undergo a rigorous interrogation. Deserters must satisfy the authorities that they have fled for political reasons and not because of crimes.

AN AERIAL PICTURE OF THE CANADIAN PACIFIC LINER "PRINCESS KATHLEEN" FAST UPON A REEF NORTH OF JUNEAU, ALASKA: She ran aground in the early hours of the morning on September 7 and went to the bottom when the tide rose and the weather deteriorated later in the day. The 300 passengers and the crew of 116 were all taken off before the vessel foundered. By chance the reef where she went aground was close to one of the few highways which cut through the wild Alaskan country. Buses and cars were summoned from Juneau, twenty miles away, and the passengers were accommodated there in hotels and houses. When the ship was abandoned a tally showed that one young sailor was missing. He was found aboard, still fast asleep. The *Princess Kathleen* was a flagship of the Canadian Pacific Lines and cost 4,000,000 dollars when she was built in 1925. This was her second accident in little more than a year. On August 30, 1951 she collided with the *Prince Rupert* off British Columbia. There were no casualties.

THE LAST OF THE "PRINCESS KATHLEEN": The 6,000-ton Canadian Pacific liner sinks to the bottom in 90 ft. of water after striking a reef north of Juneau, Alaska.

KING TRIBHUVANA OF NEPAL VISITS DELHI: The King is seen with Pandit Nehru, the Indian Premier, on his arrival at Wellington Airport for a three-day visit to the Indian capital. It was stated that he had come to see his daughter, who was ill, and to undergo a throat operation himself, but he was also expected to have some discussions with the Indian Prime Minister on recent developments in Nepal. The political situation there is confused and it was announced recently that the King had decided to dissolve the Nepalese Advisory Assembly, which was functioning as a temporary advisory body pending the establishment of a representative Parliamentary Assembly. The question of lending Nepal Indian advisers to help improve the generally backward civil administration of the country was another subject to be discussed. A group of Indian military advisers has been established in Nepal for some months and it is reported that they have overcome initial hostility from some Nepalese, who had objected to foreign influence of any kind in this formerly isolated kingdom.

SIX MEMBERS OF THE NEW SWISS EXPEDITION TO MOUNT EVEREST TOAST THE WORLD'S HIGHEST MOUNTAIN DURING THEIR LAST EVENING BEFORE LEAVING DELHI: They are, from left to right, Arthur Spöhel, Jean Buzio, Gustave Gross, Raymond Lambert (who earlier this year climbed within 1,000 ft. of the summit of Everest), the expedition leader, Dr. Gabriel Chevalley, and Ernst Reiss. The Hollywood cameraman, Norman Dyrenfurth, son of a famous Swiss Alpinist, who is the seventh member of the party, is not seen in this picture. The following day five of the climbers flew from Delhi to Khatmandu, the capital of Nepal, while their heavy luggage followed in another aircraft. The two remaining members reached Khatmandu a few days later and the party was expected to spend about ten days in Nepal before trekking to the village of Namche Bazar to begin the climb.

PRESIDENT FULGENCIO BATISTA OF CUBA ADDRESSING HIS TROOPS DURING ANNIVERSARY CELEBRATIONS OF THE SERGEANTS' REVOLT: The revolution occurred in 1933 when General Batista, then a sergeant in the Army, led a military rising against the Government. Taking the leadership of the country, he at first nominated its President and later assumed that office himself.

EGYPT

THE POLITICIANS GO, AND NEGUIB RULES BY DECREE

Introducing the New Land Decree and Forcing the Political Parties to Reform

General Neguib, Egypt's newly-named Military Governor-General, who ten days ago seemed to be at the mercy of the politicians and unable to make headway with his vital agrarian reforms and his fight against corruption in high places, finally gathered the threads of State affairs into his own hands on September 8, dismissing Premier Aly Maher, placing himself at the head of a new Cabinet, and arresting large numbers of men prominent in public life.

The first meeting of the new Cabinet lasted 9½ hours, and when its members dispersed in the early hours of the morning they had approved a new deal for the fellaheen and also the terms of a law to which the principal Egyptian parties are required to conform if they wish to remain in existence. In fact, the political parties have been given a month to purge themselves of corrupt members. This Party decree is directed mainly at the wealthy Wafd.

The Land Reform decree, which it was arranged should come into force immediately after its publication in the official gazette, breaks up the great estates of Egypt and limits ownership of land to 200 acres, although the landowner may retain an additional 50 acres for each of two children. The land is to be requisitioned over a period of five years and the owners will be compensated with 3 per cent. Government bonds. Men with five acres and less are forced to band together into co-operative units. The application of the law is entrusted to a committee of Under-Secretaries.

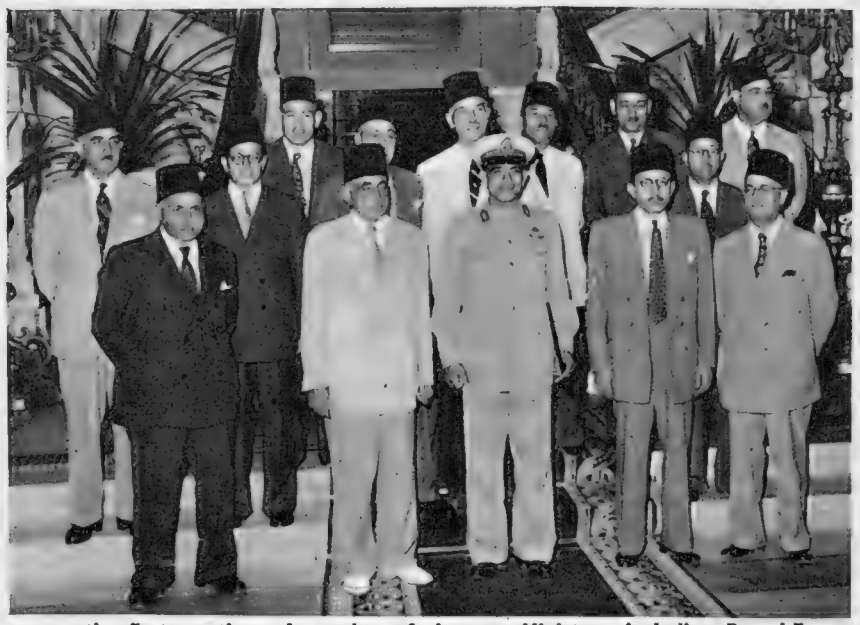
About 2,300 estates, some of them very large, will be affected by the Land decree, and the area available for distribution should amount to about 1,000,000 acres, which is a fifth of the land under effective cultivation in Egypt.

By these decrees the landlord class in Egypt, and the political leaders whom it supplies, may be made impotent. General Neguib realised that he had no other course than to rule by decree when the cautious Aly Maher began to temporise. He has now set his hand to high and formidable tasks, and in the months ahead all will depend upon his own personal ability to rule.

MEMBERS OF THE REGENCY COUNCIL CALL ON THE NEW MILITARY GOVERNOR-GENERAL: Colonel Mahanna and Bin El-Din Barrakat with Egypt's dictator after he had carried through the second phase of the military coup. Neguib is now clearing the political field of impediments to the Army's programme.

THE OUSTED PREMIER: Aly Maher (centre) with colleagues after his dismissal by General Neguib, the Commander-in-Chief of the Armed Forces, who assumed the Premiership and was named Egypt's Military Governor-General.

EGYPT'S NEW MILITARY GOVERNOR-GENERAL: General Neguib (background) walking barefoot and carrying his shoes, as he arrived to attend prayers at the Army Mosque at Almaza. General Neguib frequently worships with his troops.



GENERAL NEGUIB AND HIS NEW CABINET OF REFORMERS: *Left*—The General presiding over the first meeting. A number of the new Ministers, including Dr. el-Emary (Finance), served in Aly Maher's Cabinet. Several of them are known to have pronounced anti-British sentiments. *Right*—General Neguib with his Cabinet at the Abdin Palace, where they took the oath before the Regency Council. They began their formidable tasks with a Cabinet meeting lasting 9½ hours.

THE ISLE OF EIGG SEEN FROM SOUTH MORAR, ON THE WESTERN COAST OF INVERNESS-SHIRE : The present tendency is for young people to drift away from Scottish islands such as this, leaving houses and crofts vacant. As Miss Coxhead says in her article, Eigg is one of those islands with uncommonly romantic possibilities. It lies about four miles south-east of Rhum, facing the entrance to the Sound of Sleat.

THE ISLAND HOMES OF BRITAIN

And Some of the People Who Inhabit Them, Realising a Dream that has for so Long Haunted Humanity

By ELIZABETH COXHEAD

(Author of "One Green Bottle," "A Wind in the West" and "A Play Toward")

TO own an island . . . to be monarch of all one surveys . . . to be utterly independent and self-supporting . . . to get away from it all . . . that dream haunts humanity, and has done so, to judge from the frequent occurrence of prehistoric monuments on small islands, since the beginning of time. Latterly, a good few of those who have tried to realise it have put down their experiences in print. We are also, therefore, aware of the snags.

It appears to be impossible to live purely by agriculture on very small islands to-day. Even those born to it find the struggle too severe. St. Kilda, our most remote island community, gave up twenty-two years ago. The handful of people remaining on Soay, an island with an excellent harbour off the Skye coast, are petitioning to be taken off, since the failure of the shark fishery, which Major Gavin Maxwell has described in his *Harpoon at a Venture*, deprived them of their one hope of extra revenue. Freight charges weigh too heavily against island agriculture, and the islander who has paid, perhaps, £2 to get his cow to the mainland market will be offered a lower price for it, because dealers are well aware that he is not prepared to spend another £2 on taking it home again.

Several of our small islands have become nature reserves. Fair Isle has a small population, but its owner, Mr. Waterson, has turned the laird's house into a hostel for ornithologists. The same applies to the one house on Skokholm, off the Pembroke coast, made famous by Mr. R. M. Lockley's books and now a bird-ringing station of the Council for the Promotion of Field Studies. The Farnes, owned by the National Trust, are an uninhabited nature reserve. And it is possible that Rhum, largest, most beautiful and fascinating of just-inhabited islands, may eventually become the finest nature reserve of all. At present it is owned by a lady who is only there for a few weeks each year, its resident population consists merely of her keepers, the deer are thick as cattle in its craggy glens, and the burrows of shearwater and puffin undermine its cliffs. Though landing is not officially permitted, a blind eye is kindly turned on the occasional venturesome boatload of tourists that comes across in summer from Mallaig or Skye ; and they, in turn, enjoy something very near the illusion of discovering a desert isle.

Of extra sources of income, literature and tourism would seem to be the most promising for the latter-day Crusoe. Sir Compton Mackenzie, sending forth his best-sellers first from Herm in the Channel Islands and then from Barra in the Outer Hebrides, was for many years the doyen of literary islanders, till

CATTLE GRAZING ROUND THE MAUSOLEUM IN GLEN HARRIS, ON THE ISLAND OF RHUM : This is the largest of the four islands off the Arisaig coast, forming the parish of the Small Isles. Landing is not encouraged. The memorial, in the form of a temple, was erected by Sir George Bullough to his father at the spot where he was buried.

rheumatism forced him to migrate to a drier climate. Dr. Fraser Darling wrote on Highland agriculture (while himself experimenting with new methods) from one of the now uninhabited Summer Isles in the far North-West of Scotland. Mr. Lockley wrote on birds from Skokholm. Mrs. Ann Davison has recently published, in *Home Was An Island*, an account of a three-years farming experiment shared with her husband on two islands in Loch Lomond, and one gathers it was her typewriter which paid for the tea and flour and paraffin ; if editors proved unsympathetic, these commodities dried up and they sat in the dark and lived on rabbits caught by their Alsatian dog. A clear warning that the island venture must be backed by adequate capital !

Tourism would seem to be the safer alternative ; and to those with the right temperament for island living, the fact that it is mostly seasonal, and will still leave them six or eight months of the year for farming and dreaming and solitude, is no disadvantage but rather an added incentive. Everyone on holiday likes to make an expedition to an island if there is one accessible ; having reached it he wants tea ; quite possibly he may wish to stop for nights or weeks. The islander who has brought to his retreat sufficient capital to cater adequately for visitors' needs is far more likely to make a success of it and become a permanency than if he were relying solely on farming and had reduced his own living conditions to bare subsistence. Moreover, he will have created his own market for the produce of his farm.

Where there is an island "Big House," it can be converted into a first-class hotel. This is now the function of the Mackenzie house on Herm, and of the laird's house where Dr. Johnson stayed (the room he slept in still has its original furnishings), on Raasay, just north of Skye. The enlightened owner of Raasay House deplores the fact that all food must now be imported into an island once famous for its sheep and corn. A mere fraction of the money lost on colonial development could, he thinks, put Raasay's dwindling population of crofters back on their feet, by enabling

(Concluded on following pages)

SOAY FROM THE SEA : This island, with an excellent harbour off the Skye coast, no longer derives a revenue from shark-fishing, and as a result its inhabitants are petitioning to be taken off and settled in houses on the mainland.

BROWNSEA ISLAND, OFF THE ENGLISH SOUTH COAST NEAR POOLE, HAS BEEN OWNED BY MRS. BONHAM CHRISTIE FOR NEARLY THIRTY YEARS: Brownsea is about 1½ miles long by three-quarters broad, and has a perimeter of over four miles. Its sides are covered with fir groves, while the interior is broken up into miniature glens and hills. The island was once attached to the Abbey of Cerne, and was the site of a hermit's cell. Mrs. Christie lives at the castle, and is very much the chatelaine of the island, but those who put in a proper request may visit Brownsea. At one time Marconi's yacht was frequently to be seen in Brownsea Harbour, and he conducted some of his experiments there. The late Lord Baden-Powell established his first scout camp on the island.

THE WHITE HOUSE AT HERM: Lying three miles to the east of Guernsey and covering an area of 320 acres, Herm Island was purchased by the Island of Guernsey from the British Government and is now leased to an English resident, who is developing its amenities. According to the 1951 census, there were thirty-six persons on the island. The White House, and its annexe, constitute the only hotel. A considerable part of the island is cultivated, providing early potatoes.

THE ISLAND HOMES OF BRITAIN

(Concluded from previous page)

INCH KENNETH, OFF THE COAST OF MULL, IS NOW THE PROPERTY OF LORD AND LADY REDESDALE: They spend a good part of the summer in this delightful setting which offers views of Staffa and Iona. Besides the Redesdales' house there is the old farmhouse where Dr. Johnson stayed on his tour of the Hebrides. The island is still farmed under Lady Redesdale's direction. She breeds pedigree bullocks there with some considerable success.

them to drain and fence and buy modern agricultural machinery. All around him lies the beautiful but tragic spectacle of other islands where the population has given up and gone—Scalpay, Pabbay, South Rona. Blankets spun and woven in South Rona sixty years ago are still in use on the beds of Raasay House, and as good as new—such was the Hebridean craftsmanship that our civilisation has contrived to kill.

Mr. and Mrs. Pat Clarke, on Arran's Holy Isle, have, in a more modest way, come near to realising the dream of the "self-contained islander." Their island-off-an-island is exactly the desirable shape and size, about a mile-and-a-half long and half-a-mile broad, with a 1,000-ft. mountain and a fifteen-minute crossing to Lamlash jetty. And their background was most encouragingly like everybody else's, for when they went to Holy Isle they were not in their first youth, had a son of school age, and were without experience of farming. Yet after four years on the island they are happy to feel it will be theirs for life.

When they first saw the solitary white farmhouse it was a ruin, having been used by the Commandos for training in house-to-house fighting during the war. But immediately they felt that no other home would satisfy them; mainland guest-houses seemed suburban by comparison. Workmen were imported from Glasgow, the house not only repaired but given such amenities as running water in bedrooms and electric light; an ex-D-Day landing-craft was bought to bring ashore the mass of materials required. During the first winter Mr. Clarke camped out in what he almost despaired of ever turning into a comfortable home, at the same time teaching himself to handle a boat and a sheepdog. He tells an amusing story of using the dog to round up the herd of wild goats for which Holy Isle is famous. Rather to his surprise his commands worked perfectly, and the dog was bearing triumphantly down on him, driving these distinctly fierce creatures before it, when he realised he did not know the order which would put it into reverse! He was obliged to take rapid evasive action behind the ruins of the ancient monastery.

To-day the Clarkes spend a busy summer running guest-house and tea-room, and a peaceful autumn, winter and spring, of which they say they never tire, looking after their poultry, goats and vegetable garden, fishing, knitting and reading, and receiving occasional visits from passing yachtsmen or the British or Canadian Navies. The island furnishes them with unlimited seagulls' eggs (excellent for cooking or hard-boiled in salads), rabbits, and driftwood for their big open fire; cod and bream are easily caught; and though storms have cut them off from Lamlash for three or four days at a time, they have never suffered any real hardship. (But they did take the precaution of giving up smoking when they became islanders—it is no life for the person who endures a martyrdom when deprived for several days of cigarettes.)

The only other inhabitants of the island are the lighthouse-keepers, at its further end; and Mr. Clarke has taken his lighthouse-keeper's training and certificate, so that he can relieve one or other of them when they go on leave. This, he feels, links him more closely to the local life, and it has certainly won for him their friendship, English "foreigner" though he is. They, in turn, look after his house when he is away.

One source of income unexpected by the Clarkes would also be available to other island colonists in their situation. When they first arrived, they were asked by the Post Office at Lamlash if they would mind collecting their own mail, to which, of course, they agreed. At the end of a month they received a cheque for £2—for every resident in Britain has the right to have his mail delivered, or must be paid for performing the service himself. By a pleasant coincidence, the amount just covers their rent. Well, there is one

DERWENT ISLAND—TO LET: In July it was announced that Derwent Island, on Derwentwater, in the Lake District, was on offer at £6 a week, inclusive of rent and rates. With it went lawns and rare trees, four boats and a barge, and a fine big house built in 1779 and modernised less than twenty years ago. The house has a library, a drawing-room, six bedrooms and all modern conveniences. The National Trust obtained the island from Mr. Denis Marshall. At the time of writing the Trust's efforts to let it have not been successful.

example of successful adaptation to the island way of life by people who had the necessary financial resources, determination and modicum of luck. No doubt there are others—Jethou and Brecquhou, in the Channel Isles, for instance, are both in private occupation.

And there is no scarcity of available islands for other Crusoes who may come forward. I hear of an island that may be to let in the Thames, practically at London's door. Derwent Island, in Derwentwater, with seven acres and a fine house, is offered for renting by the National Trust, and it is really surprising that so far they have not found a tenant for it, for here, surely, tourism could be profitable. I have mentioned the positive archipelago north of Skye.

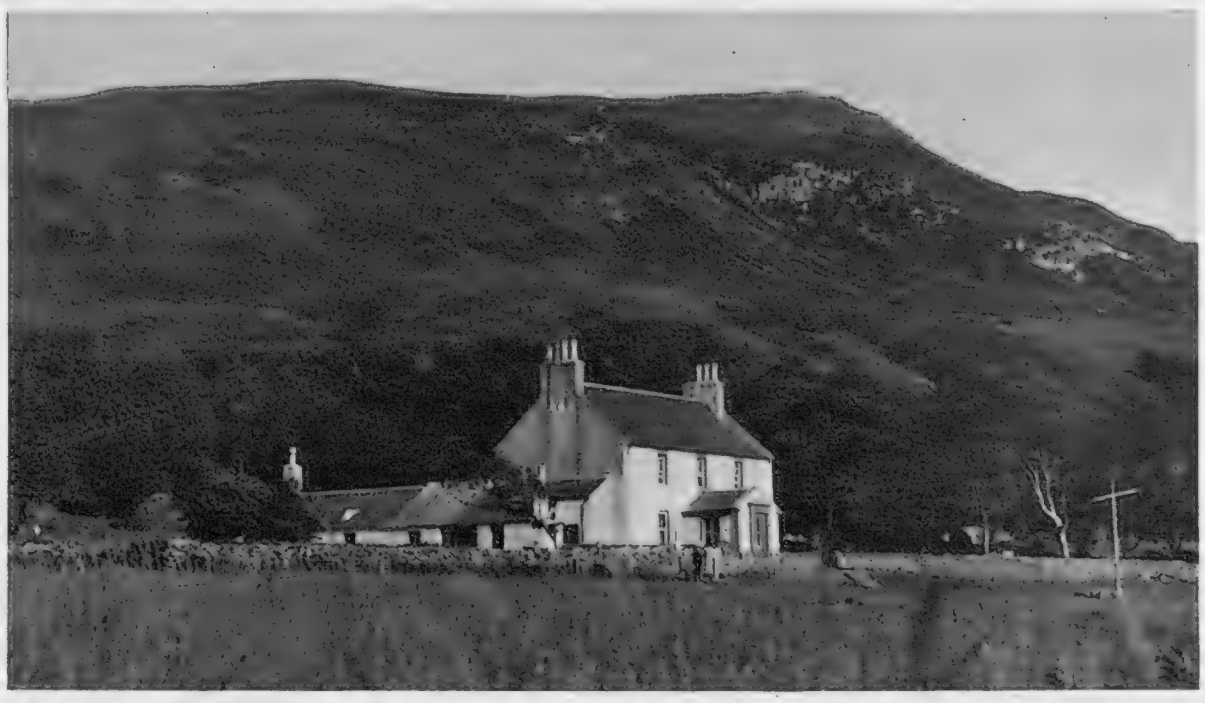
Or, if one is prepared to take a croft on a larger island which already has a population, there should be no great difficulty in finding one, since the present sad tendency is for the young people to drift away and houses to fall vacant. Eigg, Jura, Gigha (pronounced "Gear"), Hoy in the Orkneys, Foula in the Shetlands, are uncommonly romantic possibilities. Jura already has its distinguished-foreigner tradition, for the novelist George Orwell spent his last years there, and the well-known Scottish journalist Alasdair Borthwick is a fervent part-time islander with a croft at the southern end. Of Welsh islands, Bardsey, off the southern tip of the Lleyn Peninsula, is fertile and has well-built small farmhouses, several, alas, empty.

Yes, there are plenty of possibilities. One gets out maps and speculates; one even investigates the second-hand motor-launch market. And yet, for most of us, it comes to nothing.

The island remains a dream island, Avalon, St. Brendan's Isle, Tir nan Ogh. We often see it raising purple peaks against the sunset, as Arran does from Ardrossan, or Rhum from Morar, or South Uist from Skye. We gaze across the sea and yearn, but somehow we never quite arrive.

TEMPLE ISLAND, A RESIDENCE ON THE HENLEY REGATTA COURSE: Temple Island, with its Georgian cupola and four adjoining rooms, was put under restrictive covenants in 1943. The decorations of the main rooms suggest the work of Wyatt, who may well have been the builder of this "fishing lodge." It lies on the Regatta course and adjoins the celebrated Greenlands estate of Viscount Hambleden, put under covenants for the National Trust in 1944. Four years ago a controversy raged in the Press when details were made known of a plan to by-pass Henley, on the Oxford-London road, by building a bridge across the Thames near Temple Island.

MILLCOMBE, LUNDY ISLE—THE OWNER'S HOUSE: Lundy, a craggy granite mass of some 1,100 acres rising sheer from the waters of the Bristol Channel, is 3½ miles long and one mile wide. The name Lundy is from the Norse, and signifies the island of Puffins, for which it is famous. The first recorded lord of Lundy was Sir Jordan de Marisco, early in the reign of Henry II. He led such a life of wild violence that his island and his castle were declared forfeit to the Crown and were in due course granted by the King to the Knights Templars. But the Mariscos would not allow the Knights Templars to obtain a foothold. Lundy was a favourite sheltering-place for pirates in the reign of James I.



THE ONLY HOUSE, EXCEPT THE LIGHTHOUSE, ON HOLY ISLAND, OFF THE COAST OF ARRAN: This Georgian farmhouse, restored and converted by the present tenants, Mr. and Mrs. Pat Clarke, provides a home amid splendid isolation at the estuary of the Clyde. It is only fifteen minutes across the water to Lamlash, on the Isle of Arran, but often the Clarkes leave long intervals between journeys. In summer Holy Island is truly idyllic.

THE LITTLE FISHING VILLAGE OF HAMNAVOE, IN THE BURRA ISLANDS: The Burra Islands, in the Shetlands, have a population of 1,000 fisherfolk, and their 200 crofts and cottages are to be included in the sale. There are altogether 2,200 acres.

ISLANDS FOR SALE

The Two Small BURRA ISLANDS, which are Part of the Shetlands, are Being Offered for Sale

For those who have a desire to "get away from it all," the islands around Britain have considerable attraction, and there will be much interest in the announcement by Messrs. Jackson-Stops and Staff, of Leeds, that they have been instructed to offer for sale the two islands of Burra, on the south-west of the Shetlands. The present owner is Dr. Norman P. Henderson, a consultant radiologist of Harley Street, who inherited the property from his father. Burra is the biggest centre of seine-net fishing in the Shetlands and is also celebrated for its lobster fishing. There is excellent grouse and rough shooting. Electricity is now supplied from the main island and a waterworks, costing £70,000, was opened last month.

HOUSEWIVES OF BURRA WATCHING A DEMONSTRATION OF COOKING BY ELECTRICITY: They are not used to electricity and the North of Scotland Hydro-Electric Board arranged the demonstration for them in the new domestic science classroom of the local school.

A CROFTER PLOUGHING ON BURRA: The bare, treeless landscape is typical of the northern isles. Most of the islanders are fisherfolk, and the Burra Islands are among the few places in the Shetlands where the population is not declining. Considerable land is available for development.

"ISLAND FARM"

A Bleak, Sterile Holding Converted into Productive Farmland by a Famous Naturalist

On left—

TIGH AN QUAY, ON THE ISLAND OF TANERA, OFF THE NORTH-WEST COAST OF SCOTLAND: Tigh an Quay means "the House on the Quay," and it was in the wooden hut seen in the front of the house that the naturalist Dr. Fraser Darling lived and worked for some years. With the help of his wife Dr. Darling took over a "wind-swept, doom-ridden" farm on the island and, starting from scratch, succeeded in reaching a reasonable level of comfort in a comparatively brief period. In his book *Island Farm*, published by G. Bell and Sons, Dr. Darling described Tanera as an island of many small and very rough hills, dominated by the dark mass of Meall Mor. "The ground looks black because the heather is dark and poor, much of the top turf of peat has been skinned for fuel in earlier days, and the Torridonian rock here is darker and less pleasing than the bright red faces on . . . Eilean a' Chleirich which lies six miles to the south-west." Of conditions a few years later he was able to write: "Those bare, rough acres which provided only a bite of summer grazing, are now wintering six head of cattle from their own produce, and so far feeding three people that their weekly outgoings for food do not amount to four shillings each a week in cash. There is also a surplus of produce to export from Tigh an Quay. We are clothed in tweed and knitted things made from the undyed moorit wool of our Shetland sheep. Not much money has been spent, but that which has gone into the place has been earned during the period of our work. The cost in the labour of our own bodies has been great, though I believe it has been a charge on the income of our strength and not on its capital."

VENICE EN FÊTE—THE GONDOLAS STREAM DOWN THE GRAND CANAL DURING THE HEIGHT OF THE ANNUAL REGATTA : The gondoliers group their craft according to size and shape, and each section races down the canal. The winners receive prizes from "the fairest lady present." The festival is in celebration of the Feast of the Redemption, and it originated in the 13th century when the ruling Doge, gazing on the long file of colourfully-draped gondolas streaming across the bay to the Lido on the Feast of the Assumption, decided that a feast day should be held essentially on behalf of the gondoliers.

SPEEDING

DOWN THE GRAND CANAL AND ACROSS LOCH NESS

A Contrast in Modes of Transport

Below—

HER TRIAL OVER, THE "CRUSADER" IS TOWED BACK TO TEMPLE PIER, LOCH NESS : During an eight-mile trial run on Loch Ness last week, including a spin over the measured mile, John Cobb reached a speed of over 180 m.p.h., and he estimated that he beat the world water-speed record by a clear margin. The *Crusader* is powered by a 4,000-h.p. jet engine and she rides the water on three small planing surfaces. It was found after this trial that the *Crusader* had developed minor leaks in her hull.

BUILDING THE RUNNYMEDE MEMORIAL TO AIRMEN

Erecting the Shrine on Cooper's Hill Overlooking an Historic Reach of the Thames

BUILDING THE PORTICO AT THE MAIN ENTRANCE TO THE SHRINE ON COOPER'S HILL: Work in progress on the memorial which is being built above the Thames at Runnymede, commemorating missing airmen of the Commonwealth Forces lost during operations from the United Kingdom and North-West Europe. The site was presented for the memorial in 1949 by Sir Eugen and Lady Effie Millington-Drake.

WITHIN THE HALF-COMPLETED WEST CLOISTERS OF THE RUNNYMEDE MEMORIAL: Mr. E. J. Jarvis (Clerk of the Works to the Imperial War Graves Commission) examining the progress of building operations. *On left*—The outer walls of the shrine seen from the central space. In the centre of this cloistered garth will be a low fountain. The memorial has been designed by Edward Maufe, R.A., and is costing in the neighbourhood of £140,000.

THE VIEW FROM THE MEMORIAL SITE ON COOPER'S HILL LOOKING ACROSS THE THAMES AT RUNNYMEDE: This is the impressive scene which will confront the beholder from the steps of the memorial now being built to missing airmen of the Commonwealth. From the cloisters on the heights of Cooper's Hill it will be possible to walk down a long flight of steps to the woods leading towards Runnymede.

On Cooper's Hill eternal wreaths shall grow,
While lasts the mountain, or while Thames shall flow.

Alexander Pope wrote those lines in his poem "Windsor Forest," and now with strange exactness the poet's prophecy will be fulfilled when the memorial to missing airmen of the Commonwealth is completed on a spur of Cooper's Hill. The memorial, which will make Runnymede doubly historic in the annals of freedom, is being built in Portland stone and roofed with Collyweston stone slates. The design consists of a shrine, with a cloister embracing it—the shrine as a place for contemplation and the cloister to record the names of 20,000 airmen. Banded together as they were in small units, they will be fittingly commemorated in an architectural form that is itself made up of small units.

There will be fifty-two chapels in the cloister, each with two windows in the form of open stone books. The windows will be long and narrow, deeply set in a stone wall, and casting a side light on widely-splayed stone pages bearing the names. On the coiffured ceiling of each chapel will be emblazoned the badges of the squadrons.

The entrance will be a triple-arched portico. On one side will be a rest-room holding the register of names and on the other a lodge. Three more stone arches will give on to a cloistered garth with a fountain, and opposite is the shrine itself.

The shrine will be vaulted, and on the river side there is to be a balcony giving a fine view of the Thames valley and the open countryside. There will be a gallery above, and a further staircase will give access to the roof, where directional signs will point to various Dominion centres, those centres from which our airmen rallied to Britain in her hour of need.

FAR EASTERN ART NEWLY ARRAYED

The Chinese and Japanese Collection at the Victoria and Albert Museum

Since the war the Victoria and Albert Museum has been steadily pursuing the task of putting its house in order, and now, with the opening of the Far Eastern Court, there is another important step forward. In this primary collection, grouped according to style, period and country of origin, are choice examples of the art of China, Japan, Korea and Siam. The opening of the Far Eastern Court coincides with the 100th birthday of the great museum, which came into being on September 6, 1852, as the Museum of Manufactures.

The Chinese exhibits displayed in the Far Eastern Court range from a magnificent vase of about 2500 B.C., of pale buff ware decorated with a bold pattern in black and chocolate, to objects of the early nineteenth century. The arrangement is in the main chronological. Particularly striking are the pottery figures of the T'ang Dynasty (A.D. 618-960); the pale monochrome wares of the tenth to fifteenth centuries; and the blue and white wares which began in Ming times (1368-1641) and achieved such wide popularity. There is also, at one end of the Court, a group of Imperial robes of the eighteenth and early nineteenth centuries, flanked by huge, decorative screens of the late seventeenth century, in front of one of which is the mid-eighteenth-century red lacquer throne of the Emperor Chien Lung.

The Japanese exhibits are nearly all of the sixteenth century or later, one of the few exceptions being a little wooden statue, representing the divinity of Mercy, of the seventh or eighth century. This section is smaller than that devoted to China, but it contains much of interest.

THE FAR EASTERN COURT OF THE VICTORIA AND ALBERT MUSEUM: This is a general view of the newly-arrayed primary collection which has just been opened to the public. In the far showcase is a display of Chinese Imperial robes of the eighteenth and nineteenth centuries.

KUAN YIN, THE BUDDHIST GOD OF MERCY: This seated wooden figure was carved in either the twelfth or thirteenth centuries.

A CHINESE CABINET OF THE SEVENTEENTH CENTURY: This is a piece of cabinet work of lacquered wood, with ivory and pearl inlay.

POTTERY OF THE CH'ING DYNASTY: The arrangement of the pottery in the Far Eastern Court has been carried out in chronological order. The exhibits range over nearly 4,500 years.

On right—

A JAPANESE MASK, THE GOD OF GOOD LUCK: This early nineteenth-century mask was used in religious dances.

AN EMPEROR'S THRONE AND AN EMPEROR'S ICE-CHEST: *Left*—The throne of Chien Lung from the Summer Palace at Peking. It is backed by a most elaborate screen and flanked by two vases with the dragon motif. *Right*—The ice-chest is carried by two dwarf-like figures, their robes corresponding to the pattern of the chest.

SEPTEMBER DAYS IN BRITAIN

The Close of the Edinburgh Festival; Delegations to Bermondsey and Downing Street; "Charles Dickens" Returns to London; Adventurers Return; Avro 698 Seen from Above; and Other Home News in Pictures

FIREWORKS OVER THE SCOTTISH CAPITAL—THE DRAMATIC CLOSE OF THE SIXTH EDINBURGH INTERNATIONAL FESTIVAL OF MUSIC AND DRAMA: This was the scene looking from Calton Hill shortly after midnight on the last night of the Festival, as rockets cascaded overhead and set-pieces glowed on the Castle walls following the last performance of the Tattoo on the Castle Esplanade. On the left of the picture is the spire of the Tolbooth (St. John's) and on right the clock tower of the North British Hotel, with the brilliant lights of Princes Street below. At the end of the Tattoo, after Lieut.-General Sir Colin Barber, G.O.C.-in-C. and Governor of Edinburgh Castle, had addressed the crowd, the last firework, a set-piece portraying the Queen and the Duke of Edinburgh, with Prince Charles and Princess Anne between them, came to life and the strains of "God Save the Queen" echoed across the Esplanade.

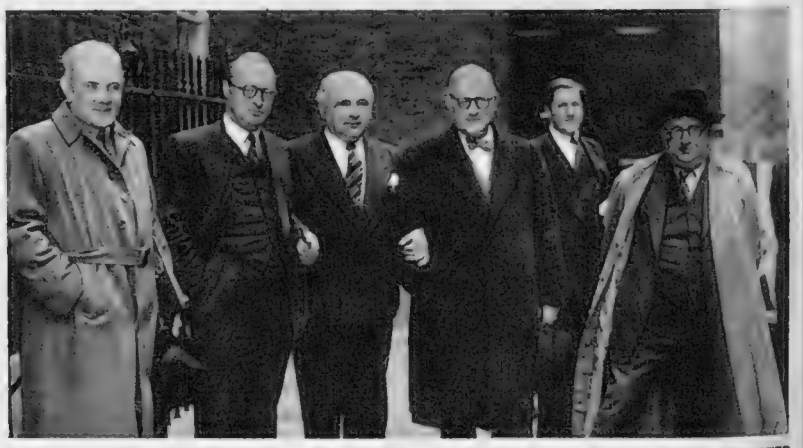
THE BRITISH NORTH GREENLAND EXPEDITION SHIP ARRIVES BACK IN LONDON: From left to right in this group seen leaving the Norwegian sealing ship at the Royal Victoria Naval Victualling Yard at Deptford, London, S.E., are Captain A. I. Luty; Sergeant C. Baker; Corporal G. Calderbank; the Danish trapper, Orla Jensen, and his wife Agathe, from Avitgut; Corporal F. Walker and Lance-Corporal J. Brunon. The *Tottan* called at Deptford to disembark the soldiers of the 47th Company R.A.S.C. (Air Dispatch) and others who had gone out to Greenland to load supplies aboard R.A.F. Sunderlands which were assisting in the expedition. After being given a clearance at the Victualling Yard at Deptford, where she had a survey, the *Tottan* sailed for Norway. During her time in Arctic waters the ship struck an iceberg and sprang a leak.

EMLYN WILLIAMS CONTINUES HIS DICKENS READINGS AT THE AMBASSADORS THEATRE: The actor-author goes through a batch of telegrams in his dressing-room after the London first night of his extract readings from *Bleak House*. Last year Emlyn Williams began his spectacularly successful readings in the manner of the great novelist. Visitors to the Edinburgh Festival first heard his latest impersonation of Dickens reading *Bleak House*. Standing at a "reading desk" which is an exact replica of that used by Dickens, Mr. Williams gives some 15,000 words extracted from the novel, and impersonates thirty-five characters. His performances will finish at the beginning of November.

On right—

"WE HAVE A RUSH JOB—CAN YOU HELP US OUT?": That was the message received by thirty-six-year-old Mrs. Aileen Hart, the only woman sculptress in this country who works on the outside of buildings, from the firm of contractors engaged in the rebuilding of the Cloisters of the Middle Temple. The job was to chisel out the 48-ft.-long Latin inscription above the rebuilt Cloisters and she is here seen in company with her husband during the work.

THE "BARROW BOYS" OF LONDON BRIDGE RAILWAY APPROACH TAKE PART IN A PUBLIC INQUIRY AT THE BERMONDSEY TOWN HALL: Mr. Phil Freeman (President of the Federation of Street Traders' Union), wearing spectacles, Mr. H. Axford (Vice-President of Bermondsey Branch of Street Traders' Association) and Mr. Mike Stern (Hon. Sec. of the Federation of Street Traders) lead the delegation of "barrow boys" to the Town Hall for the inquiry into allowing London Bridge Approach being used for street trading. The inquiry had been ordered by Sir David Maxwell Fyfe, the Home Secretary, in response to an appeal by more than twenty of the "barrow boys" concerned. The traders hope that as a result of the inquiry they will be granted licences for which they have fought for five years. The police say that street trading in the approach would hinder traffic.



A DEPUTATION OF FIVE MEMBERS OF THE T.U.C. CALL ON THE PRIME MINISTER TO DISCUSS CERTAIN TRADE UNION PRINCIPLES WHICH HAD ARISEN BETWEEN UNIONS AND D. C. THOMSON AND COMPANY, THE SCOTTISH PUBLISHERS: The five representatives outside No. 10, Downing Street are, from left to right—Mr. Lincoln Evans (leader of the Iron and Steel Workers and chairman of the T.U.C. Economic Committee), Sir Vincent Tewson (Secretary of the Trade Union Congress), Mr. Tom O'Brien, M.P. (the newly-elected chairman of the General Council of the T.U.C. and General Secretary of the National Association of Theatrical and Kine Employees), Mr. Arthur Deakin (the retiring Chairman of the T.U.C. and Secretary of the Transport and General Workers' Union) and Sir William Lawther (the Miners' president). The T.U.C. leaders expressed satisfaction with what Mr. Churchill had told them, and it is believed that they may have been assured that the Ministry of Labour's efforts at conciliation would continue.

HE CLAIMS TO HAVE FOUND THE SOURCE OF THE AMAZON AT LAKE NINOCOCHA, UNDER A 100-FT. GLACIER : Twenty-three-year-old Sebastian Snow coming ashore with his father from the steamer *Hilary* at Princes Landing Stage, Liverpool, at the conclusion of an eighteen-months adventure during which he completed alone the 3,500-mile journey from the source of the Amazon to the mouth. The perilous journey down the Amazon took the Old Etonian ten months, because most of the way he was suffering from malaria and dysentery. Snow claims to have found the source of the Amazon, after having traced the river through a chain of lakes. Last September he began his return journey to the estuary, using at different times rafts of lashed balsa logs, all of which were wrecked. On several occasions he was thrown into the swift-running river.

THE FIRST AIR-TO-AIR PHOTOGRAPH OF THE AVRO 698, THE WORLD'S FIRST DELTA-WING BOMBER : The four-jet Avro 698 took part in the recent Farnborough air display, having made its maiden flight a short time earlier from A. V. Roe's airfield at Woodford, Cheshire. The bomber, which has been under development in secret since early in 1947, is probably the only one of its kind in the world. The Avro 698 prototype is powered by four Rolls-Royce Avon axial flow turbo-jets. Although all other details are secret, photographs reveal that the engines are buried within the wings, with air intakes in the leading edges near the wing roots. The Government decided to order a number of these bombers for the R.A.F. without waiting for the prototype to begin its flight trials.

THE NEW LIEUTENANT-GOVERNOR AND CAPTAIN-GENERAL OF THE ISLE OF MAN IS SWORN-IN AT A CEREMONY IN CASTLE RUSHEN AT CASTLETOWN, THE ANCIENT CAPITAL OF THE ISLAND : The scene within the castle as Sir Ambrose Dundas, the former Governor of the North-West Frontier Province, was sworn-in in the presence of Manx dignitaries. Earlier the new Governor had inspected an R.A.F. guard of honour in Douglas, the modern capital. The office is for a term of seven years and carries a salary of £3,000, plus £2,000 in expenses, tax free. Castle Rushen, formerly the palace of the Kings of Man, occupies the site of a Viking castle, which was partly destroyed by Robert Bruce in 1313. Most of the present building was erected in 1344. Sir Ambrose Dundas, who was knighted in 1947, entered the Indian Civil Service in 1922 and was made Governor of the N.W.F.P. in 1948.

FIELD MARSHAL VISCOUNT MONTGOMERY IN GLASGOW : The Lord Provost, Mr. Thomas A. Kerr, accompanies the Field Marshal on his inspection of the guard of honour, formed by the 15th (Scottish) Battalion The Parachute Regiment (T.A.), outside the City Chambers. Later, at the Glasgow High School sports ground at Old Anniesland, the Field Marshal presented their first Colours to the same battalion. A distinguished company of guests attended the ceremony and heard the Field Marshal charge the battalion "to guard these Colours carefully." He went on to say, "I am confident that you will always maintain the high standards and traditions of Scottish battalions and that these Colours will be safe in your hands." Lord Montgomery later took the salute at the march past.

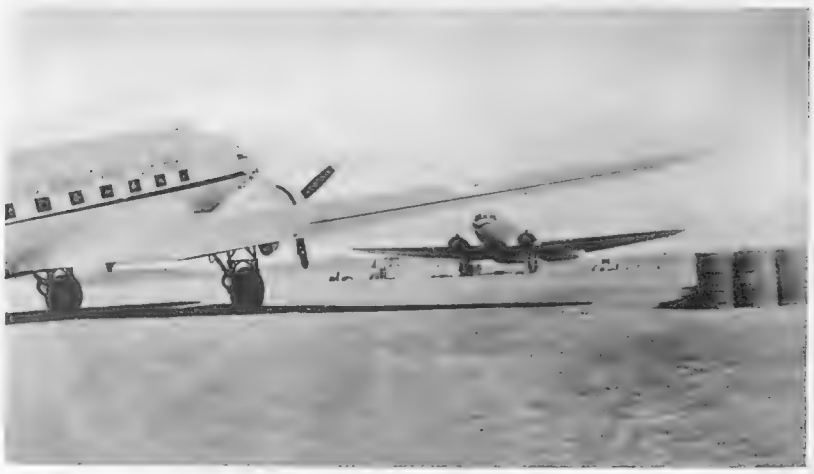
On left—

FURTHER DISCOVERIES ARE MADE AMID THE ROMAN RUINS AT SIDLESHAM, NEAR CHICHESTER, SUSSEX : Diggers are seen at work on the site where they recently discovered a piece of Roman pottery. Evidence of two Roman buildings on the same site has also been found. The excavators also discovered remains of a heating system in one of the buildings, and a Roman drain which is said to be in working order. About the same time as these discoveries were made, it was announced that a Roman camp large enough to accommodate 10,000 legionaries had been discovered in Scotland in the vicinity of the Roman Road through Gask to Perth and close to the ancient Pictish capital of Forteviot.

THE PROGRESS OF TEN ROCKETS FIRED FROM A NORTH AMERICAN F-86D SABRE JET: *Left*—The ten rockets, which form part of the armament of twenty-four rockets carried by the one-man interceptor aircraft, seen at the moment of discharge, and, *on right*, the aircraft about to fly through the bursts as the test rockets trail an erratic pattern after the flash. The firing took place during a test over the Gulf of Mexico. The rockets fired in the test had special flash-heads so that cameras fitted in the F-86D, and in accompanying aircraft acting as targets, could record their progress for future instructional purposes.

ROCKETS OVER THE GULF OF MEXICO

THE WORLD'S SMALLEST PLANE TAKES OFF; AUSTRALIAN AIRCRAFT PATROL BRITAIN'S ATOMIC TEST AREA



SECURITY FLIGHTS IN BRITAIN'S ATOMIC TEST AREA: Two Dakota aircraft of No. 86 Transport Wing, R.A.A.F., seen at the Onslow airstrip in Western Australia, where they are being based during the atomic-bomb tests on the Monte Bello Islands, situated off the north-west coast of Australia. The two planes are expected to maintain a daily air patrol of the restricted area around the islands. The atomic tests are to take place under the scientific direction of Dr. W. G. Penney, of the Ministry of Supply. Much of the equipment for use in the tests has been taken out from England, a squadron of British warships under the command of Rear-Admiral A. D. Torlesse being used for the transportation.

THE TEMPORARY CAMP WHICH HAS BEEN SET UP TO HOUSE THE ATOMIC TEST PERSONNEL: This Army transit camp is situated at Onslow, W.A., and has been set up to accommodate personnel associated with the tests. The three British Fighting Services and the Ministry of Supply, together with the Australian armed Services, are all co-operating in the tests.

On left—
THEY CALL IT "SKY BABY," THE WORLD'S SMALLEST PLANE: Ray Stits, the co-designer of the plane, winds up the propeller of the "Sky Baby" while Bob Starr prepares to take off on a test flight. *Below*—**The "Sky Baby" airbound after taking off from Chino Airfield, California.** The overall length of the plane is 9 ft. 10 ins., with a wing-span of 7 ft. 3 ins. and a height of 3 ft. Its wheels are 10 ins. in diameter, and the total weight of the plane is 452 lb. The "Sky Baby" took eighteen months to build and is powered by a 180-lb. 4-cylinder engine. The designers say the plane is capable of flying at 205 m.p.h. for thirty minutes.

ITALIAN CHILDREN "UP FOR SALE"

A Labour Market at Benevento, Italy, where Children are "Sold" to Farmers for Cash and Foodstuffs

BOYS AND THEIR PARENTS MINGLE WITH FARMERS IN THE LABOUR MARKET AT BENEVENTO, ITALY, WHERE THE BOYS ARE "SOLD" FOR A YEAR'S WORK ON FARMS : Prices range from £4 to £5, plus a few bushels of grain, for each boy. During the year they spend on the farms they are visited by their parents, all of whom are peasants living in great poverty. The boys will have already reached or passed adolescence before they appear "for sale" in the market-place.

A PEASANT WOMAN WITH HER SON IN THE BENEVENTO LABOUR MARKET : She hopes a farmer will take the boy for a year's work on his farm. Peasant boys "sold" in this way are well treated on the farms and visited regularly by their parents. With 3,000,000 unemployed farm-workers in Italy, prices at the labour market are very low.

WINGING ACROSS LAKE LUCERNE

THE WORLD'S FASTEST PASSENGER-BOAT : The inventor of this 45-ft. passenger-boat, Hans Von Schertel, of Germany, claims that it is the fastest of its kind in the world. During recent trials on Lake Lucerne, Switzerland, the boat covered fifty miles up and down the lake at 50 m.p.h. with thirty-two passengers on board. The principle adopted is not a new one and has already been used for small racing craft. When travelling at speed the hydraulically-operated "wings," or "hydrofoils," which are to be seen in this picture on the bows of the vessel, lift much of the hull above the surface, so that the water resistance is reduced by half

THE NEW HYDROFOIL PASSENGER-BOAT TRAVELLING AT SPEED ACROSS LAKE LUCERNE DURING A DEMONSTRATION RUN : The speedboat is claimed by its inventor to be the fastest vessel in the world designed to carry passengers. It is powered by a Diesel engine of 350 h.p. driving a conventional screw, and could cross the English Channel in as little as thirty minutes.

"ADLAI" ON TOUR

On right—

ADLAI STEVENSON, CANDIDATE FOR THE PRESIDENCY, BRINGS HIS SONS TO THE POLITICAL PLATFORM : He was introducing them to an audience in the Veterans' Memorial Building, San Francisco, after making an important speech. He defended the administration's foreign policy and said that his opponent, General Eisenhower, favoured a similar policy which Republican leaders would not support.

PLEDGED TO THE ABOLITION OF POLYGAMY: Doria Shafik, thirty-four-year-old leader of Egypt's "Daughters of the Nile" organisation, was in London last week when she heard of the arrest of more Egyptian political leaders, some of whom are her personal friends. Doria Shafik, who is a Doctor of Philosophy of the Sorbonne and is married to a millionaire Cairo lawyer, heads an organisation 3,500 strong. One of the main aims of the "Daughters of the Nile" is to abolish polygamy in Egypt.

THE FACE BEHIND TELEVISION'S QUEEN VICTORIA: Renee Asherson at the Lime Grove Studios, London, after removing her make-up following a rehearsal of the new T.V. serial *Happy and Glorious*. In six weekly parts Miss Asherson is presenting a series of episodes from the life of Queen Victoria, the series extending from the Queen's accession in 1837 and including her Diamond Jubilee in 1897. It is based on the Housman plays which scored such a success on the London Stage.

A DARLING OF THE SILENT SCREEN ON HOLIDAY IN LONDON: Lilian Gish, the elder of the celebrated Gish sisters, seen at her London hotel. Miss Gish, now fifty-five years of age, was described in the '20's as the most beautiful blonde in the world. Mary Pickford introduced her to the films in 1912, and she appeared, with her sister Dorothy, in a number of D. W. Griffith productions including *The Birth of a Nation*." She returned to the stage in 1930 as Helena in *Uncle Vanya*.

PERSONALITIES

THE DAUGHTERS OF THE NILE LEADER IN LONDON; LILIAN GISH, STAR OF THE SILENT DAYS, IS ANOTHER LONDON VISITOR; BUSTAMANTE ENGAGES IN ANGLO-WEST INDIAN DISCUSSIONS; ALY KHAN COMES OVER FOR THE ST. LEGER

TALKING OVER OLD TIMES AT A LONDON RECEPTION: Mr. Bustamante (left), Chief Minister of the Jamaican Legislature, seen with Lord Milverton (who once sent him to a detention camp), when they met at the Dorchester. Mr. Bustamante has been in London with other West Indian leaders to discuss the future of the banana trade (soon to be handed back to private enterprise) and the question of dollar shortage. He and his colleagues are making plans also for the coming discussions on West Indian Federation, which means, of course, the creation of a new Dominion. These discussions will probably take place in April of next year. Among the West Indian leaders also in London were Dr. Grantley Adams, of the Barbados Legislative Committee, Mr. Albert Gomes, Trinidad's Minister of Labour, and Mr. W. J. Raatgever, of the British Guiana Executive Council.

On left—

OF "ROSE MARIE" FAME: Mr. Arthur Hammerstein, the American impresario who netted 3,000,000 dollars out of the famous musical comedy, has been staying in England for a brief rest. Mr. Hammerstein is seventy-nine years old. He is the son of Oscar Hammerstein I, the Berlin-born composer, and an uncle of Oscar Hammerstein II.

CANADA'S FOREIGN SECRETARY PAYS A VISIT TO LONDON: Mr. Lester Pearson (on steps) being greeted by Mr. N. A. Robertson, the Canadian High Commissioner, on arrival at London Airport. One of Mr. Pearson's main tasks in England was to hold informal talks with Mr. Anthony Eden on questions due for consideration at the December meeting of the North Atlantic Council. He also arranged to see Lord Salisbury, Secretary for Commonwealth Relations. While in Europe Mr. Pearson also arranged to visit Paris to hand over the chairmanship of the North Atlantic Council to his successor, and to hold conversations with M. Schuman, French Foreign Minister. Mr. Pearson has now been Minister for External Affairs since 1948, and before that he was Under-Secretary for External Affairs. He knows London well, having served under the High Commissioner

MALAYAN MISSION : Mr. Alec Peterson, headmaster of Newport Grammar School, Shropshire, who is now Director-General of Information Services in Malaya. Mr. Peterson left London recently to take up his post after the Malayan High Commissioner, Sir Gerald Templer, specially asked for his services. He was Earl Mountbatten's deputy director of psychological warfare in the Far East during the last war. Mr. Peterson's family connection with Asia goes back four generations. At the time of leaving this country to take up his appointment with Sir Gerald Templer, Mr. Peterson did not know the exact nature of his task.

THE NEW PRINCIPAL OF KING'S COLLEGE, LONDON : Professor Peter Scott Noble, who has just taken up his appointment. Professor Noble succeeds Sir William Halliday, who retired at the end of July. He was educated at Aberdeen University and St. John's College, Cambridge, where he took a First Class in the Classical Tripos and also in Oriental languages. Professor Noble is one of our most distinguished language scholars, having won the Simpson Prize and Robbie Gold Medal in Greek, the Seafield Medal and Dr. Black Prize in Latin, the Jenkyns Prize in Comparative Philology, and also the Bendall Sanskrit Exhibition.

THE KEFAUVERS VISIT LONDON : Senator and Mrs. Estes Kefauver are over in Europe for a brief holiday before the exertions of the American General Election take up all their time. The Senator's dramatic bid to win the Democratic nomination for the Presidency at one time came near to success, but he never won the support of the professional politicians, and so his defeat at the Chicago Convention was no surprise. It is obvious that he has a bright future in American politics, because his vote-winning capacity has been amply proven in the American primaries. Mrs. Kefauver is the daughter of the Clydeside shipbuilder, Sir Stephen Pigott.

DR. HJALMAR SCHACHT ARRIVES IN TEHERAN TO ADVISE ON THE OIL QUESTION : The seventy-five-year-old German financial expert seen with Bagher Hazemi (left foreground), the Persian Finance Minister, Mrs. Schacht and Khalil Talleghani, the Persian Minister of Agriculture, at Teheran Airport. Dr. Schacht, president of the Reichsbank under Hitler, was in Persia for a five-day stay in the course of which he held conversations with Premier Mossadeq on the oil question. Only recently Dr. Schacht was in the news when he succeeded in his appeal against a decision refusing him permission to open a bank in Hamburg for the financing of foreign trade. During the summer Dr. Schacht completed an extensive business tour of the Far and the Middle East.

On left—

MAJOR-GENERAL HAYDON L. BOATNER RETURNS TO AMERICA : The man whose "get tough" tactics quelled the June rebellion among the Communist prisoners on Koje Island, seen on arrival at Travis Air Force Base, California. Boatner's work at Koje is completed, and he now awaits a new posting. The moment he landed newspapermen gathered round him in force to hear what he had to say about conditions in Korea and the Far East.

ALY KHAN RIDES IN AFTER A NOTABLE WIN AT LONGCHAMP : The Prince on Nearque II following his victory in the Prix de Lions. Some years ago Aly Khan was riding consistently well in flat races for amateurs, but now he appears in the saddle less often owing to slightly increasing weight. He would probably have to do a great deal of slimming to return to his old consistent form. Last week Aly Khan flew to England to see his father's horse, Tulyar, crown a triumphant season on the English turf by winning the St. Leger. Later, it was understood that the Prince would be flying to the South of France, possibly with the intention of meeting Rita Hayworth, from whom he has been estranged.

COLOUR FOR CORONATION YEAR

Mr. Michael O'Connell, the Textile Artist, is Preparing Murals, Inn-Signs and Curtains to Brighten Public Buildings for the Coronation

One of the decorations most admired at the South Bank Exhibition during the Festival of Britain last year was the huge "tapestry," 50 yards long and 5 yards high, which adorned the walls of the Country Pavilion. This was the work of Mr. Michael O'Connell, who is now busy on similar though smaller textile panels to brighten the Coronation year.

Tapestries are woven, and since Mr. O'Connell's work is done by a process of multi-dyeing, they should more properly be called textile murals or panels. Born in Britain, he began textile work in Australia, making use of Australian *motifs* such as the kangaroo and the koala bear. At that time British textile manufacturers had not catered exclusively for the Australian market, and there was an unsatisfied demand for designs peculiarly Australian. Mr. O'Connell's work was strongly influenced by native Polynesian crafts of New Zealand and Fiji, and he developed ancient Eastern techniques of dyeing to his requirements.

After a period in America he came, in 1936, to England, settling and building his own house and studio in the lovely village of Perry Green, Much Hadham, Hertfordshire, where he still lives. His work soon found favour. In 1938 he was responsible for the sets for a production of *King Richard III* in the Memorial Theatre at Stratford-on-Avon, and has since done similar stage work for a number of London theatres.

The great Festival mural on the South Bank illustrated the characteristics of some of the British counties. Kent was represented by a design incorporating hopfields and spring blossoms; Cheshire by dairy farming; the Scottish counties by mountain sheep and the counties of Northern Ireland by the ancient system of family farming still practised there. Heraldic emblems of the various counties were imposed upon the designs, and the whole mural was executed in the manner of an ancient pictorial map. This work took a year to complete, and a great deal of research was undertaken to ensure accuracy of detail.

The brilliant colours of the O'Connell panels, the richness of their texture and the charm of the artist's contemporary designs have been found ideal for the decoration of modern public buildings. An example may be seen in the showrooms of Olivetti's, the typewriter manufacturers, in Berkeley Square, London. The subject is medieval, but is executed in a contemporary fashion.

Many factories in the big industrial areas of this country have benefited by the wealth of colour produced in the studios at Much Hadham, and Mr. O'Connell's murals and panels have adorned factory canteens and recreation rooms. The artist now has a "library" system, whereby textiles can be borrowed by interested firms.

Mr. O'Connell does not confine himself to mural work. He produces textiles and designs for curtains and for modern furniture, as well as for the requirements of fashionable dress designers.

With Iris and Betty Sheridan, his two assistants at Much Hadham, the artist is now busy producing panels, curtains, divan covers and murals for the festivities of next year. A series representing old English inn-signs is typical. "Revelry at the Crown and Anchor," for instance, is an attractive design incorporating a row of people smoking, drinking and chatting, done, as always, with great economy of line, with the crown and anchor of the traditional inn-sign. Another series, intended especially for use during the Coronation period, makes use of heraldic symbols. An exhibition of these panels is to be seen at Heal's, the furniture shop in Tottenham Court Road, London.

The "resist" dyeing technique used and developed by Mr. O'Connell in no way resembles screen printing or block printing on textiles. It is a highly complicated process, involving the use of "resists," which prevent dyes being absorbed by selected parts of the cloth. The system is analogous to colour printing, the use of three colours overlapping to produce an eight-colour scheme.

This process owes much to the technique of indigo-resist dyeing, which has been used in India for many centuries, and something to the famous Batik wax technique of Java, which has found favour throughout the world. The native craftsmen who used these methods were restricted to a standard blue ground by their indigo dyes, but German scientists, who invented synthetic dyes behaving chemically in the same way as indigo, produced an almost unlimited range of colour and set the textile artist as free as his brother with oil paints.

MICHAEL O'CONNELL WITH ONE OF HIS NEW INN-SIGN TEXTILE DESIGNS: This is one of a series produced by Mr. O'Connell, in his studio (built entirely by himself) at Much Hadham, Hertfordshire. His designs are produced on rayon by the use of several dyes and dye-resists.

A CONTEMPORARY DESIGN FOR THE TRADITIONAL SPREAD-EAGLE INN-SIGN: The eagle is done in black and yellow, the triangle above is bright red, the scrolls are white and green and the yellow stars relieve a deep terra-cotta background.

SPREADING ONE OF THE MULTI-DYE PANELS TO DRY IN THE SUN: At this stage the colours are dull, but subsequent drying fixes and brightens them.

THE ARTIST'S TWO ASSISTANTS WORKING ON AN EARLY STAGE OF A NEW PANEL: Iris and Betty Sheridan are applying thin lines of "resist," to prevent the affected parts of the material from absorbing dyes in the early stages of the process and keep them free for different colours to be applied later.

On right—

DIPPING A PANEL INTO A BATH OF DYE: Rubber boots and gloves are necessary protection against the acid fixing agents and the strong alkaline dyes. Resist-dyeing has few limitations and can produce a wide range of colour of surprising richness and warmth.

"QUADRILLE" BY A FAMOUS TRIO

THE LUNTS JOIN NOËL COWARD AGAIN IN HIS NEW COMEDY AT THE PHŒNIX THEATRE

RAILWAY TYCOON AND MARCHIONESS: Alfred Lunt and Lynn Fontanne in Noël Coward's new comedy, *Quadrille*, which had its London first night at the Phœnix Theatre on Friday of last week, after a two-months tour.

"I WILL CALL FOR YOU WHEN THE PARIS TRAIN IS ABOUT TO LEAVE AND CONDUCT YOU TO YOUR APARTMENT": The courier addresses Axel Diensen and the Marchioness—a scene from the third act. In the foreground are Lynn Fontanne, Alfred Lunt, Pamela Grant and Timothy Forbes-Adam.

"COME, COME, CHILD, THAT IS NO WAY TO SPEAK. SEASICKNESS IS NOT A MORTAL DISEASE, YOU KNOW": The Rev. Edgar Spevin (John Gill) admonishes his daughter (Pamela Grant), while the worried mother (Moya Nugent) looks on. Noël Coward again has the Lunts to play leading parts in the new comedy, which he wrote specially for them. This is their third author-actor partnership. In 1933 Alfred Lunt and Lynn Fontanne played in *Design for Living* at the Ethel Barrymore Theatre in New York; and in 1935 they were together again in *Point Valaine*. *Quadrille*, set in London and France in 1873-74, with handsome embellishments of decor and costume by Cecil Beaton, and produced by the author, tells the story of a railway tycoon's wife who runs off with a Marquess. The Marchioness and the businessman pursue them to France, and finally win back husband and wife. The simple story is wittily told, and invites comparison as a Victorian version of Coward's earlier comedy *Private Lives*. Marian Spencer and Griffith Jones play the erring partners of the domestic quadrille.

"QUADRILLE": A Victorian design for living, with Diensen and the Marchioness surveying the embraces of the Marquess (Griffith Jones) and Mrs. Diensen (Marian Spencer). The first scene of the second act is set in the Villa Zodiaque, in France.

A ROAD VEHICLE WITH POWERED ROTORS

The Proposal for a Road-cum-Sky-Runabout, which has Long Fascinated Motorists and Airmen Alike, is Revived by a Speaker at a Meeting of the British Association

BY "THE SPHERE" MOTORING CORRESPONDENT

SIR BEN LOCKSPEISER, Secretary of the Department of Industrial and Scientific Research, drew attention, during the Belfast meetings of the British Association; to a question that has long fascinated motorist and airman alike.

"Long before this century is out," he said, "a Henry Ford may have made and produced the first of the rotary-wing motor-cars." Sir Ben, who used to be the Supply Ministry's Chief Scientist, had been discussing the prospects of aircraft designers being able to produce what is usually referred to as a "convertiplane"—an aircraft that has the characteristics of a helicopter for take-off and landing, but which also has the ability to turn itself into a fixed-wing plane for normal flight.

"We may see in the not very distant future," he said, "the application of folded and faired-in powered rotors to fixed-wing machines for use only during take-off and landing, without prejudice to top speed." With such wings a helicopter could be driven on the road from a private garage like a car to a take-off point.

Up to now most research into the problem of designing and building a vehicle that can be used as both car and plane has been based on the idea of producing a car with four wheels and a body that would serve as a fuselage when the owner wants to stop driving and start flying.

This type of car would have wings that either fold back alongside the body or are detachable and carried in a trailer. I remember seeing a vehicle of this type, with folding wings, successfully demonstrated at one of the *Daily Express* air displays at Gatwick. The trouble with this kind of machine is that it is expensive to build, and although it does the job of both the car and the aeroplane, it does not do either at all efficiently. For one thing, it needs a much more powerful engine than is normally required for a car.

I think Sir Ben Lockspeiser was thinking in terms of ordinary air transport than of the road-cum-sky runabout when he put forward his suggestion for helicopters with rotors which are folded and retracted when the plane has taken off. It is an idea which seems more suited to large transport planes than to small private aircraft.

I suppose the closest we have yet approached, in this country, to the practical "flying motor-car" is the Cierva Skeeter hoverplane, which was demonstrated at the flying display at Farnborough. This is a two-seat helicopter powered by a Cirrus Bombadier engine. It has an all-up weight of only 2,100 lb.—less than that of many cars—and the diameter of the rotor is 32 ft.

The Skeeter and other Cierva designs have been taken over by the Saunders-Roe Company, builders of the huge Princess flying-boat, and they claim that it is Europe's smallest and cheapest helicopter. They do not pretend, though, that it is capable of development into a flying motor-car. And I think the day is still very far off when rotorplanes will have been evolved to a stage at which they will be simple enough, safe enough and cheap enough for wide-scale use as sky runabouts for private owners. I cannot bear to think of the day when we might have hundreds of these things buzzing about the sky. Motoring is dangerous enough for my liking—and with flying cars we should have the added hazards of a third dimension and the absence of any real "highways" into which traffic could be channelled.

But we must get back to earth. . . . I like the look of the new baby Allard. It is a three-seater designed by Mr. Sydney Allard, winner of this year's Monte Carlo Rally, and which will be available with either the Ford Consul engine (4-cylinder, 1,508 cc.) or the Ford Zephyr (6-cylinder, 2,667 cc.).

With the Zephyr this new lightweight sports car should do nearly 100 miles an hour, for even without any special tuning or hotting-up the power-weight ratio is excellent. Mr. Allard is calling this new model the "Palm Beach." For the time being he will be exporting all he makes—and most of them are going to the U.S., where Mr. Allard has been to demonstrate the prototype and make distribution arrangements. In general arrangement the Palm Beach is similar to its bigger brothers. The rear suspension is by coil springs and the helical type is also used for the divided axle independent front suspension.

The remote-control gear-change lever is centrally situated on the floor of the car, the single bench seat is 52-in. wide (with room for three people), a rev.-counter is fitted and there is a useful luggage boot.

While on the subject of new models. . . . The Austin Motor Company has announced a drop-head version of the famous A40 Somerset saloon. It closely follows the lines of the bigger A70 coupé model, with two doors, four seats and a hood of washable cloth which is manually operated and has three separate positions: fully raised, coupé-de-ville and completely open (with the hood stowed behind the rear seat).

The main windows are controlled in the usual way, but the rear quarter windows swivel down into the sides of the body. The A40 coupé is 6 ins. longer than the saloon and 3 ins. wider. The price is £497, plus £277 12s. 2d. tax.

I have a feeling that we shall not have to wait much longer for the return of branded petrol. Perhaps by the spring we shall be able to pull up at our favourite garage and ask for our own favourite make of spirit. Perhaps we shall also be able to choose between an "ordinary" grade of petrol, similar in octane value to the present "Pool," and a premium grade for which we may have to pay about 3d. a gallon more.

The Shell Mex-B.P. combine have recently had further discussions on this subject with officials of the Ministry of Fuel and Power. In the course of these talks the petrol people contended that the Government had over-estimated the cost in foreign currency of a return to branded fuel, and that the conversion of the new catalytic cracking plants for the production of fuel oil and low-grade motor spirit would be uneconomic.

Since the war the oil companies have been given licences to build six "cat-crackers"—the modern method of producing high-grade fuel—which have been installed at a cost of about £24,000,000. The only reason they invested this large sum of money in this new equipment was the expectation that they would be allowed to use them to produce high-quality fuel that could be sold under the various firms' own names.

Mr. C. M. Vignoles, of Shell-Mex and B.P., has stated that it would take two years and cost between £5,000,000 and £10,000,000 to convert the "cat-crackers" for the production of "utility" petrol. "It would cause a serious dislocation in the industry and a drop in the production of various products," said Mr. Vignoles. "In any case, it would now seem that the improvement in the country's fuel outlook raises doubt as to the justification for such a retrograde step.

"The time has surely come when the British motorist should be able to get the high-quality petrol he is clamouring for." And so say all of us. No one will pretend that the oil people are thinking solely of the motorist in urging the Government to permit a return to branded fuel. Their desire that Mr. Smith shall be able to choose between Esso, Shell, B.P., Regent or Mobilgas, and that he shall be able to buy a premium grade petrol for an extra 3d. is not entirely altruistic. They want to get the best possible return from that big investment on "cat-crackers" as well as giving Mr. Smith more m.p.g. and—greater freedom from pinking. And good luck to them. Here is something that would benefit both the producer and the consumer.

I saw one of these "cat-crackers" in the making the other day. It was at Coryton, on the Essex coast. We were taken down by motor launch from Charing Cross Pier, and a very interesting trip it was. The new refinery at Coryton will cost £12,000,000 and the capital has been provided in equal shares by the United States Socony-Vacuum Company and the British Powell Duffryn Group.

It is an interesting example of Anglo-American co-operation. The experienced Socony-Vacuum Company has provided the technicians to design and supervise the construction and Britain is supplying all the labour and 95 per cent. of the equipment. This huge new installation is intended primarily for the production of lubricating oils, but it will also yield large quantities of motor spirit, which will be marketed in Britain under the name Mobilgas, which is well known in many parts of the world, and which is already beginning to appear on petrol pumps at British filling stations.

Berkeley Coachwork Limited, one of Britain's major caravan-building firms, has just announced an interesting new model: the Governor. It is a big caravan which, when in use, measures 27 ft. in length. For towing, however, its length is reduced to 20 ft. 6 ins., which is as close as is practicable to the legal maximum of 22 ft.

The length is cut down for towing by means of an ingeniously-designed "disappearing bedroom" which, situated at the back of the caravan, hinges and retracts into the body of the vehicle. The Governor costs £675—or £725 in its de luxe version, which has a full-size domestic bath, a kitchen sink as well as a wash-basin, and hot and cold water supplies to all three.

MOTOR-RACING ON A SUSSEX SEA-FRONT—SPEED TRIALS ALONG THE BRIGHTON PROMENADE: Mr. W. C. N. Grant-Norton's Jaguar XK 120 (near side) and Mr. M. Levey's Jaguar Sports XK 120 seen racing along the sea-front during the international speed trials held over a kilometre course along the celebrated promenade. The cars raced in pairs from a standing start. The class record for supercharged sports cars (unlimited) was broken by W. Coleman, in his Jaguette, by 1·3 secs. in 28·45 secs. He was racing G. Parker, the record-holder, driving a Jaguar, with a twin supercharged Jaguar XK 120 engine. S. G. Greene, in his Frazer-Nash, beat the class record of 31·15 secs. for sports cars (1,501-2,500 cc.) by ·11 sec., and H. Lester, in a Lester M.G., set up a new time of 31·89 secs. in the class for sports cars (1,101-1,500 cc.).

THE SCENE AT THE HARBOUR CAR-PARK AT LYNMOUTH, NORTH DEVON, SHORTLY AFTER SEVERAL CARS HAD BEEN RETRIEVED FROM THE SEA: After the mid-August flood disaster frogmen working off Lynmouth located some sixty wrecked cars in the sea, most of them on the Combe Martin side of the Lynmouth Estuary, and under water at all stages of the tide. The cars were washed into the harbour when the water poured down from Exmoor during the recent floods.

A GERMAN CAR MAKES ITS DEBUT IN THE UNITED STATES: A Volkswagen (people's car), which Hitler planned to put in every German garage, seen in Detroit, Michigan, having been bought by Mr. Chester F. Malley, who is seen standing alongside the open doors. The vehicle, which served as a jeep in the war, is now being produced as a passenger car in Germany. It has a 4-cylinder engine, rated at 62 horse-power, and is capable of running 30 miles to the gallon. Four jacks, one for each wheel, are built into the car. Fixed to the car is the badge of the British Automobile Association.

ANIMAL ANTICS

Impala Antelopes, Himalayan Bears, and Lorna the Rhinoceros at the Regent's Park Zoo; Henry the Hippo at Whipsnade; A Shoebill at the Zoo in Frankfurt

HIMALAYAN SUN-BEARS BEGGING FOR TIT-BITS AT REGENT'S PARK: This is a small, close-furred species of bear, with a jet-black coat and a large cream-coloured V marked upon the chest. Like all bears, they have enormously powerful limbs and massive heads. Though they are regarded as omnivorous, they are mainly vegetarians, showing a great intelligence in obtaining honey and other such delicacies. A tin of thick, black treacle is a sure way to their hearts.

LORNA THE RHINOCEROS AT LONDON ZOO: Although rhinos are generally considered to be among the world's untameable animals, Lorna, docile enough, will permit an occasional caress. Her great horns, composed of highly-compressed hair, have been whittled down by constant rubbing on the bars. Rhino horn is still regarded as an elixir throughout the East, where it costs anything up to £20 per lb.

On right—

IMPALA ANTELOPES GIVING A DEMONSTRATION OF THEIR JUMPING PROWESS FOR VISITORS AT THE LONDON ZOO: Impalas are one of the rarest antelopes and most zoos like to exhibit them. They come from the great grasslands of Africa, where they leap into the air in this manner to clear the high grass and orientate themselves. Seen from afar, a herd of impala jumping in this fashion resembles a school of porpoises at play in the sea.

A COUPLE OF MALLARD ENJOYING A RIDE ON HENRY, WHIPSNADE'S HIPPOPOTAMUS: Henry enjoys the ducks' company immensely and the three are great friends. By nature hippopotami are harmless and pacific animals. Once they were widely distributed throughout the world, including the Thames Valley, but now they are confined to tropical Africa, where they live on the lush vegetation along the River Nile and its tributaries and on certain of the Great Lakes.

A SPECIMEN SHOEBILL AT THE ZOO IN FRANKFURT: The Shoebill, or Whale-headed Stork, comes from the swamps of the Sudan. It has a long and broad beak shaped like a shoe and terminating in a hook. It is a fish-eating bird, allied to the heron.

The World of Books—By VERNON FANE

A NEW NOVEL FROM NEVIL SHUTE

An Entrancing Tale of the New Australians by a Master of Story-telling

ANYONE who is liable to confuse the word emigration with the word immigration should be advised to read Mr. Nevil Shute's new novel, THE FAR COUNTRY (Heinemann. 12s. 6d.), in which the difference and the distinction is made implicitly and very clearly, and in a manner that should prove once and for all that this is not a semantic quibble but a separate statement of purpose. Emigrants leave their own country because some condition or other in it has become intolerable to them. As Americans so graphically put it, they want to get the hell out. Immigrants, on the other hand, sail or fly to a chosen country in which they reason that they will have a better chance of prosperity, of happiness, or simply of survival.

People going from England to Australia belong, in Mr. Shute's view, to the latter class, and this book of his is a spirited attempt to justify the attitude. The reader's degree of conviction may vary: what seems beyond argument is that here is a writer who is incapable of telling a story badly.

The contrasts, of course, are obvious, and fall easily to the author's hand. A post-war England, still tired and restricted five years after the end of the war and absurdly easy to paint in drab colours; and Australia in the boom-time of wool prices and industrial and agricultural wages. On the one hand, as it were, a rain-soaked queue for rock salmon, on the other, a golden land of freedom where, in spite of the fact that the pubs *close* at six o'clock in the evening, one may have steak and fried eggs for breakfast as well as for every other meal.

The New Australians in this happy land may be Czechs or Poles or Italians or English, but they will certainly be contented, even if they are doctors obliged to work as lumberjacks, or artists whose only hope of employment is plate-laying on the railway. Mr. Shute's heroine is an English girl who uses a legacy to visit Australian relations, falls in love with a doctor who has spent the war in the German Army, and returns to England, that country of perpetual drizzle and weak tea, to work and wait for the day when she may return to the only chance of a happy or secure life.

Because it is Nevil Shute telling the story one reads along for page after page in a kind of tranced absorption. Because the exercise of opinion is one of mankind's most precious privileges, one reserves comment till the end, and then it is likely to be not guarded, but at least divided. In my case, I would say that this remarkable writer has never before told a story so well and has never based it on a more shaky premise.

It is a sad comment that there is a danger in an author's succeeding too well with a particular atmosphere, but it can be true. Mr. Henry Gibbs's extremely clever new novel is an example, for in this he writes of the world of English films—a world inhabited largely by Italians, Hungarians and Germans—conveys its peculiar feeling and mood perfectly, and makes it just as tedious and trivial as it is in fact. Or, to avoid approaching slings and arrows, as I have found it in fact.

THE SIX MILE FACE (Jarrolds. 10s. 6d.) is a delightfully apt title for a book that is correct and evocative in every practical detail from the fashion magazine publicity for the female star to the financial difficulties of the producer: "We're scarlet to the neckline." It is also a pleasant and sincere enough love story, but just because it is true instead of false, it lacks the breath of excitement that thousands of people associate with the business of films.

ONE OF HENRY BUGBEE KANE'S ILLUSTRATIONS IN THE NEW EDITION OF "WALDEN": This finely bound edition of Henry David Thoreau's classic is published by Eyre and Spottiswoode at 21s.

THE GARDEN (Hogarth Press. 10s. 6d.) is Mr. Martin Mewburn's first novel and, almost in spite of itself, shows a very real promise. If that sounds contradictory, I would add that it is concerned with a group of people who are, with one exception, of doubtful attraction and who veer between the extremes of coldness and neurotic passion. Its principal character succeeds in the author's intention of being wholly evil, though this makes her far from credible, and even the more warmly imagined characters never really achieve the reader's sympathy. On the other hand, Mr. Mewburn writes with great delicacy and perception, and is most evidently a serious as compared with a superficial writer.

The setting is a London square, somewhere near Notting Hill Gate, and the garden used by its inhabitants. Their disparity of appearance and of type give the author his best chance of verbal pyrotechnics, and this he takes amply but with varying success. There is the cold, beautiful, vain woman with the problem child and the inarticulate husband who doesn't understand women because he has spent so much of his life in Africa (a delicious *non sequitur*, I thought). And there is the grey-haired woman of forty who has decided that no man will ever glance her way again, and whose decision only convinces one of the author's youth. There is the little girl, concerned in her cheery way with what Mr. Aldous Huxley once called "normal erotic play," and there is the old, old lady who leaves all her money to the beauty, which starts all sorts of strange rumours. There is not, however, anyone in whose future or fate one may be deeply interested, and if that is asking too much, then I suggest that we wait for Mr. Mewburn's next novel.

TWO SHADOWS PASS (Hart-Davis. 10s. 6d.) is the second novel of an interesting new writer, Mr. Clifford King, who, one feels, has not yet entirely hit his stride, but who happily seems incapable of writing either badly or dully. His style has a charming ease of the kind that is born of infinite pains, and however unusual the situations in which he places his characters—a speciality of his this—the reader accepts them as possible and even inevitable.

The main character of the story is a young man who is earning a day-to-day living by painting conventionally picturesque views of the Old Port of Marseilles for the tourist trade, and staying whenever possible in a friend's boat in the harbour. He makes the acquaintance of an odd but friendly old man, and through him gets a lucrative post in Algiers, in a business which is outwardly concerned with the sale of olives, oranges and cork, but which is actually a far-reaching organisation for arms-running.

"THE WEST EXPLAINS, THE EAST IMPLIES": One of the many excellent illustrations in Fosco Maraini's account of *Secret Tibet* (Hutchinson. 30s.), which is to be published on September 25.

The very casualness with which the young artist drifts into this employment and gradually becomes more and more actively involved in it is one of the strengths of the story, which never quite loses touch with reality, and even with probability. It is not, on the whole, a well-constructed book, but there is much to like about it.

Mrs. Agnes Sligh Turnbull has the gift for unhurried, homely narrative of the type that may be known in no derogatory sense as soothing. Her new novel, THE GOWN OF GLORY (Collins. 12s. 6d.), is set in Pennsylvania of fifty years ago and deals with the happy family of a Presbyterian minister whose youthful ambitions have turned to the philosophical acceptance of a small parish. Mrs. Turnbull quotes Horace for her theme: "Happy is he to whom God has given, with sparing hand, as much as is enough," and has illustrated it with a story that is unexceptionable without being prim, and domestic without being tedious. If I suggest that you may find more of Louisa May Alcott's influence than Horace's, that is meant in a friendly spirit, and friendliness indeed is the mood of the whole novel.

Since *A Warning to Wantons*, Miss Mary Mitchell's work has been known for its liberal sprinkling of eccentric and forceful females, all of them by no means elderly or celibate, who have brightened up its pages. SIMPLE SIMON (Methuen. 12s. 6d.), her new novel, is no exception, for it is only ostensibly about the young gentleman in question, and more exactly about a mother, daughter and first cousin who work out their several destinies in a constant emotional climate of jealousy, bickering and out-and-out malice. In consequence the book, although more or less lighthearted in tone, is highly charged in content, and not altogether one of this writer's happiest efforts.

I cannot play golf. I barely know how to walk round a golf course on a fine day. But Mr. Bernard Darwin can write about golf and golfers, or, indeed, any other subject, and charm me into interest. JAMES BRAID (Hodder and Stoughton. 12s. 6d.) is a first-rate biography of one of the giants of golf, and Mr. Darwin has written it with the technical grasp and the amazing memory that one would have expected and with the typical humour and kindliness, too. Many tributes were paid in his lifetime to this great Scottish player, but I particularly like Lord Simon's quoted in this book, that if the College of Heralds were called upon to devise a coat-of-arms for Braid, his shield should surely be emblazoned with "a royal tigre proper on a field vert with supporters in the form of coneys cherchant in a warren," or, in plain English, "a right royal tiger, who always kept on the 'pretty,' surrounded by rabbits looking for their balls in the rough."

Another biography of the Aga Khan has been written, this time by Mr. Harry J. Greenwall, who gives an overall picture of his subject's career politically, socially and, of course, in the world of sport. In his own foreword in HIS HIGHNESS THE AGA KHAN (Cresset Press. 15s.), the Aga, as he is known on every race-course in England, writes: "This is the true story of how I went into racing, horse and cattle breeding and got mixed up with them till now," which may not be the most limpid of prose but does at least give the book considerable authority.

CHURCHILLIANA

The Three Volumes of War Speeches

We have read lately of the speech-making troubles of General Eisenhower in his luckless address at Madison Square Garden when that fiendish device, the teleprompter, which is supposed to unroll a speech in large letters before the speaker, and to keep pace with him, began unrolling too early, with quite disastrous results. It is doubtful if Mr. Winston Churchill, Britain's most prolific orator, has ever been involved in a like incident; for in him we have the most painstaking of speech-preparers, the most assiduous of fact-marshallers. There can seldom have been, indeed, a closer student of the art of public oratory or a more able exponent of it, and in the three volumes of THE WAR SPEECHES OF THE RT. HON. WINSTON S. CHURCHILL (Cassell. 21s. each) we can again marvel at the virtuosity which went to their making in Britain's years of peril and endurance. There are some who may now say that the form was flamboyant, that there was altogether too much of the grand manner, but one has only to read again that clarion call to the Italians, uttered in the still dark days of 1943, the speeches to Congress, to the faithful Commons, and to the armies of the Nile and the Rhine, to perceive the sense of history behind those measured phrases and the dignity of words which matched the hour. In Volume III Mr. Charles Eade makes the mistake of including some of Mr. Churchill's election broadcasts of 1945. They hardly belong in this sequence, having no particular bearing upon the world war and much of the indecorous exuberance of the hustings.

Now in its twelfth annual issue is THE SATURDAY BOOK (Hutchinson. 25s.), and this time it has been edited by John Hadfield, who amply sustains the tradition of his predecessor, Leonard Russell. There is a racy account of "The 'Twenties" from the pen of James Laver, who finds in that hectic period a world rather like our own, even though 2LO was still calling, radio critics had not been thought of, the cinemas were still gesticulating in dumb show, and trans-atlantic flights were only just beginning. Other contributors to this twelfth issue of *The Saturday Book* are Sacheverell Sitwell, John Pudney and Kay Dick, the last-named giving an account of that legendary figure, Colette, whose books are now read so widely on this side of the Channel.

Here are three new volumes touching upon various aspects of the English theatre. In THEY WERE SINGING (Harrap. 18s. 6d.), Christopher Pulling surveys the rise and decline of the English music-hall, showing the music-hall as a mirror reflecting the habits, features and changes in the English scene over the past 150 years. Quotations from early songs of the halls are a feature of this lively and revealing book. We see how, in the '70's, Macdermott's song, "Hildebrandt Montrose," heaped ridicule on the æsthetes ("I'll strike you with a feather, I'll stab you with a rose, for the darling of the ladies is Hildebrandt Montrose"). The advent of the bicycle was, of course, duly noted by the rhymesters of the music-hall:

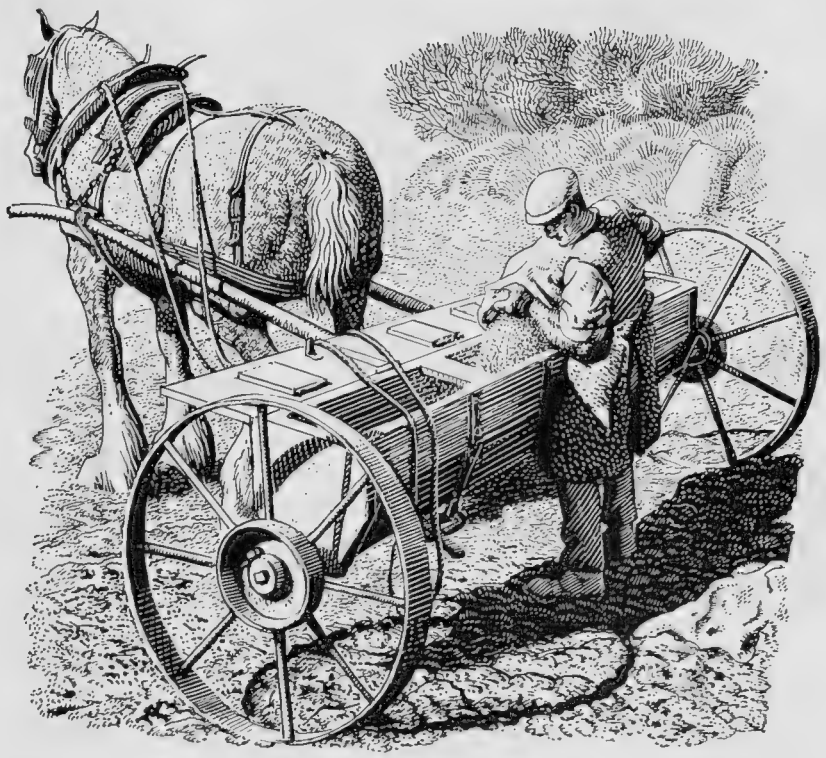
Velocipede, velocipede,
That name I can't abide.
Although, of course, it ain't a horse,
It's a terrible thing to ride.

No less enjoyable and instructive is V. C. Clinton-Baddeley's THE BURLESQUE TRADITION IN THE ENGLISH THEATRE AFTER 1660 (Methuen. 18s.). Here the author has assembled what he calls the basic jokes of theatrical burlesque and, somewhat painstakingly, he has traced their pedigrees through the works of the great practitioners from Shakespeare to Leacock.

A. E. Wilson, that considerable authority on the English theatre, has carried out a monumental piece of research in preparing his history of THE LYCEUM (Dennis Yates. 18s.). This was the great Irving's theatre, the home also of pantomime, and indeed of Victorian drama at its best and worst. It is a matter for deep regret that Donald Wolfit failed to save the theatre in its hour of crisis, despite a gallant effort. With its flooring ingeniously constructed out of disused Morrison shelters, and its rafters ringing to the strains of swing, rumba and boogie-woogie, it was reopened in 1945 as a dance-hall.

Romola Nijinsky's THE LAST YEARS OF NIJINSKY (Victor Gollancz. 15s.) is full of contradictions. It is a continuation of the biography published in 1933, and is essentially the viewpoint of the lady who shared the painful tragedy of the dancer's decline. She proved herself time and again a capable and ingenious manager in Nijinsky's best interests. The chronicle of their odyssey through Europe in search of security is often highly dramatic.

Two volumes of specialised interest for horse-lovers are Lieut.-Colonel P. D. Stewart's TRAINING THE RACE-HORSE (Hurst and Blackett. 18s.), and Captain M. Horace Hayes' POINTS OF THE HORSE (Hurst and Blackett. 63s.). The latter is a sixth and revised edition.



PHOSPHORUS

PHOSPHORUS is an element essential to life, whether animal or vegetable. Though it occurs abundantly in the form of natural phosphates, these can be absorbed by plants only with difficulty. They must first be converted into soluble fertilizers such as super-phosphate, which are then absorbed easily. This conversion is one of chemistry's greatest contributions to agriculture. Phosphorus, which is never found free in nature, is obtained mainly from the mineral apatite — a compound of phosphorus and calcium that is found in many countries, but principally in the U.S.A., Russia and North Africa. Other valuable sources are animal bones and basic slag — a by-product of steel making.

The element exists in several forms, the two most important being "yellow" phosphorus, a white, wax-like poisonous solid that catches fire when exposed to air, and "red" phosphorus, a non-poisonous powder used in the striking compound on safety-match boxes. Compounds of phosphorus are used in medicine and for purposes as different as water softening and the rust-proofing of steel.

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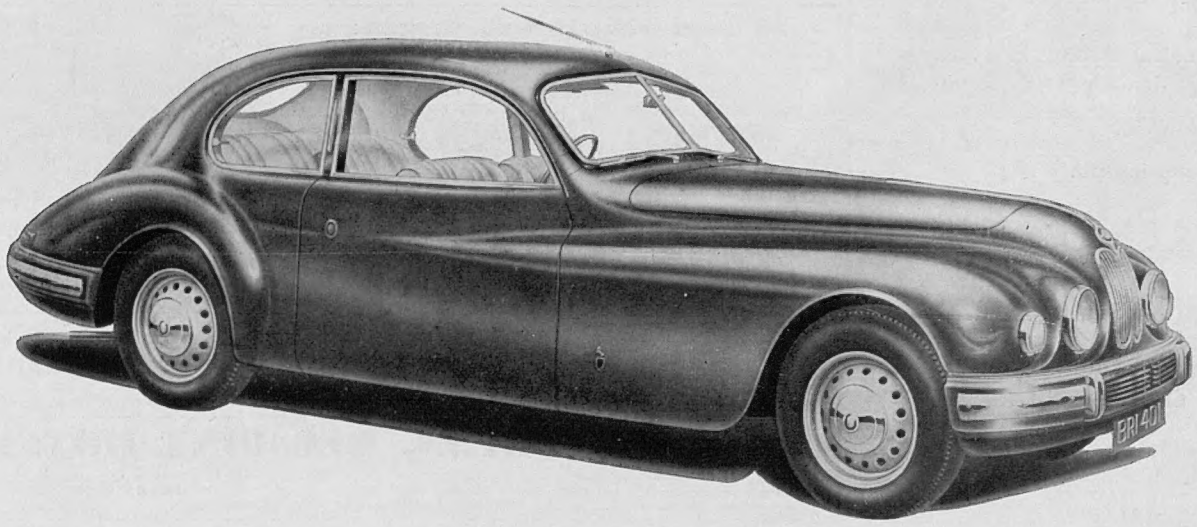

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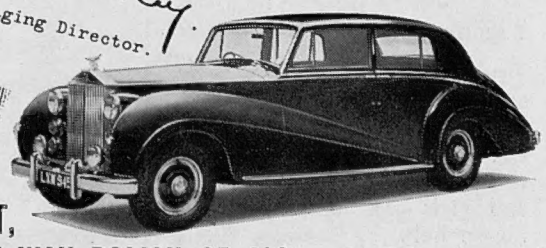

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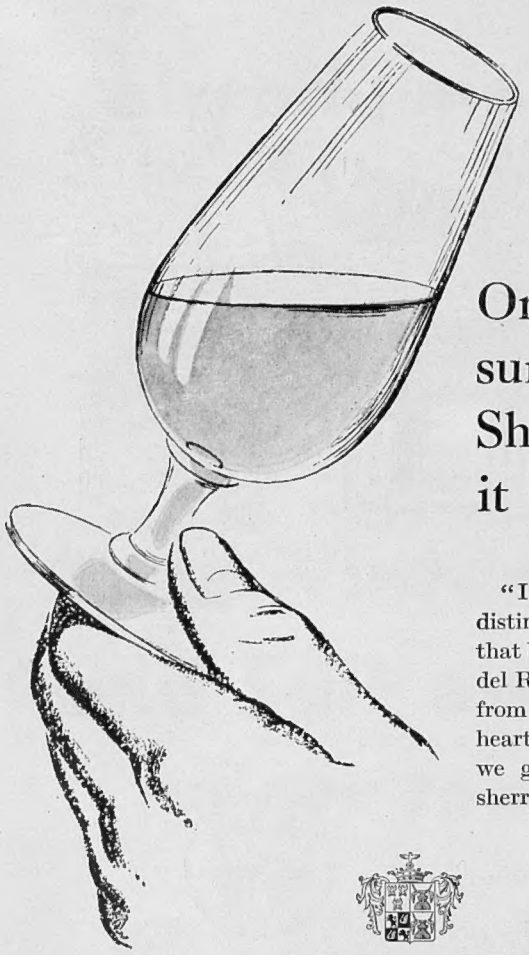

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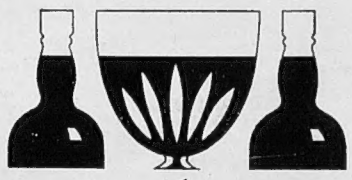

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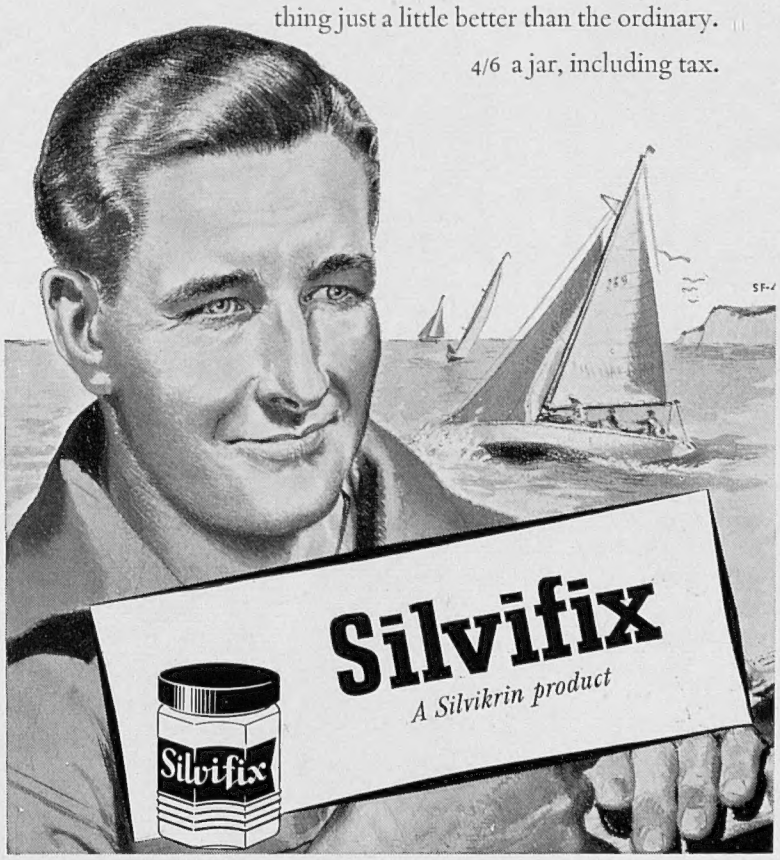

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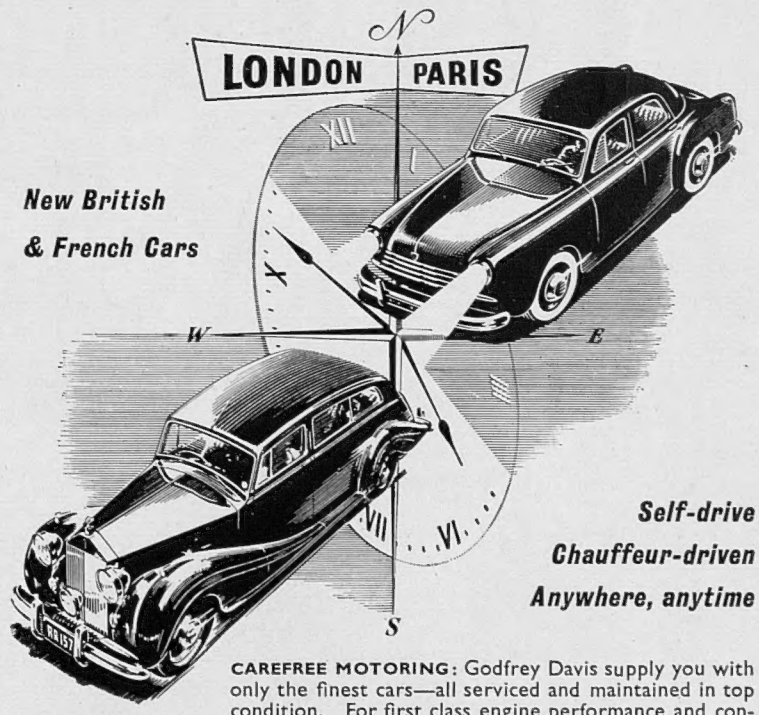

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